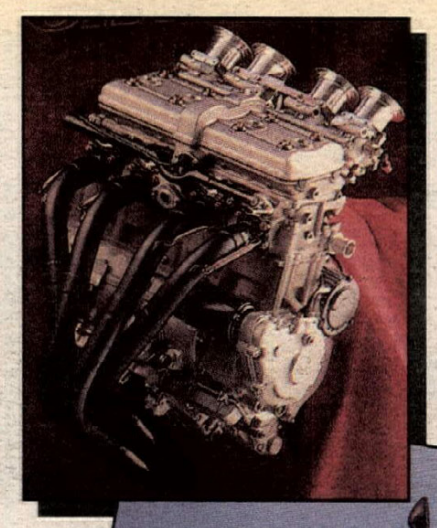
CYCLE NEWS®

America's weekly motorcycle newspaper

February 22, 1995: Number 7 (outside the U.S. $3.25) $2.50



TECH

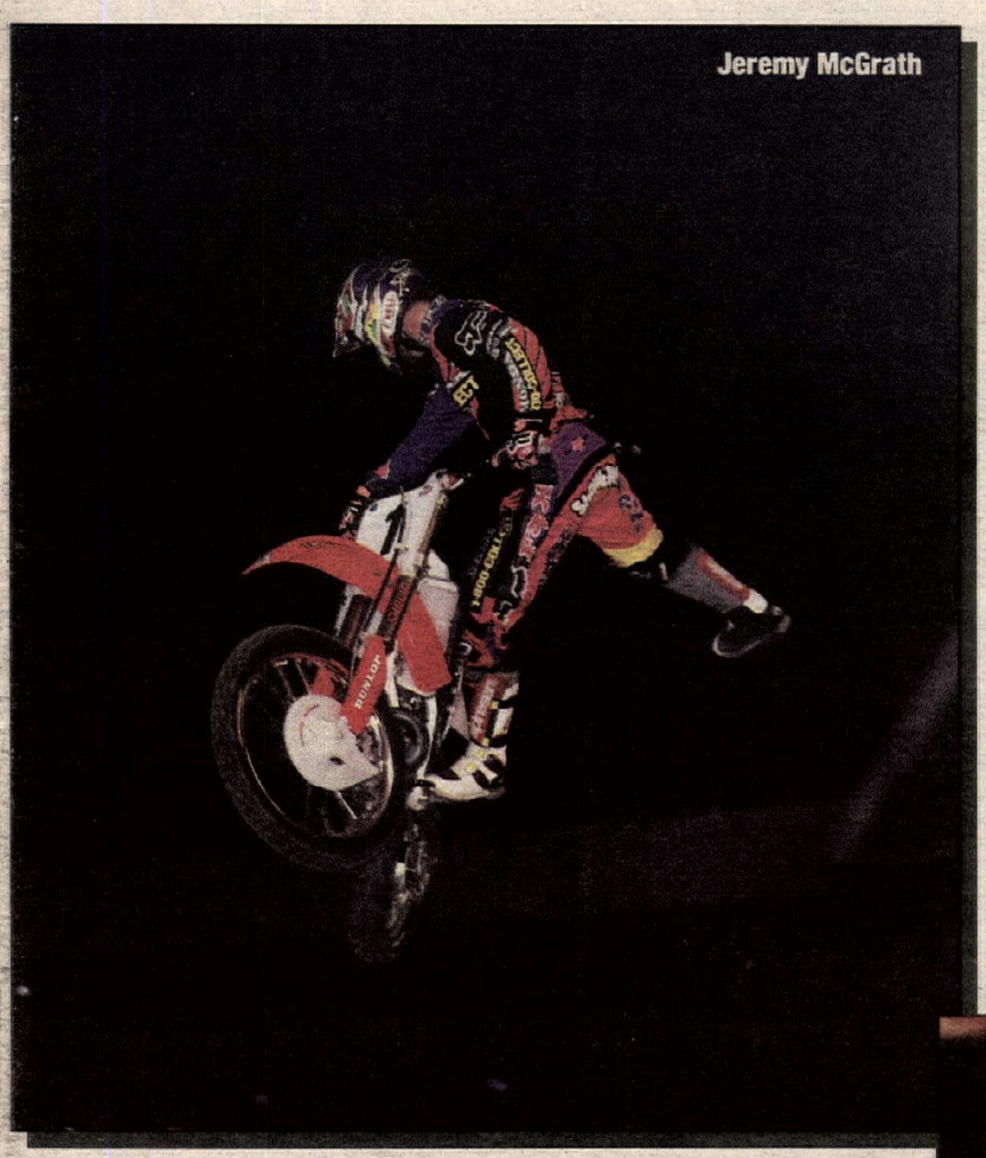
Cagiva's 4-stroke Superbike engine

TEST

BMW's Naked R1100R

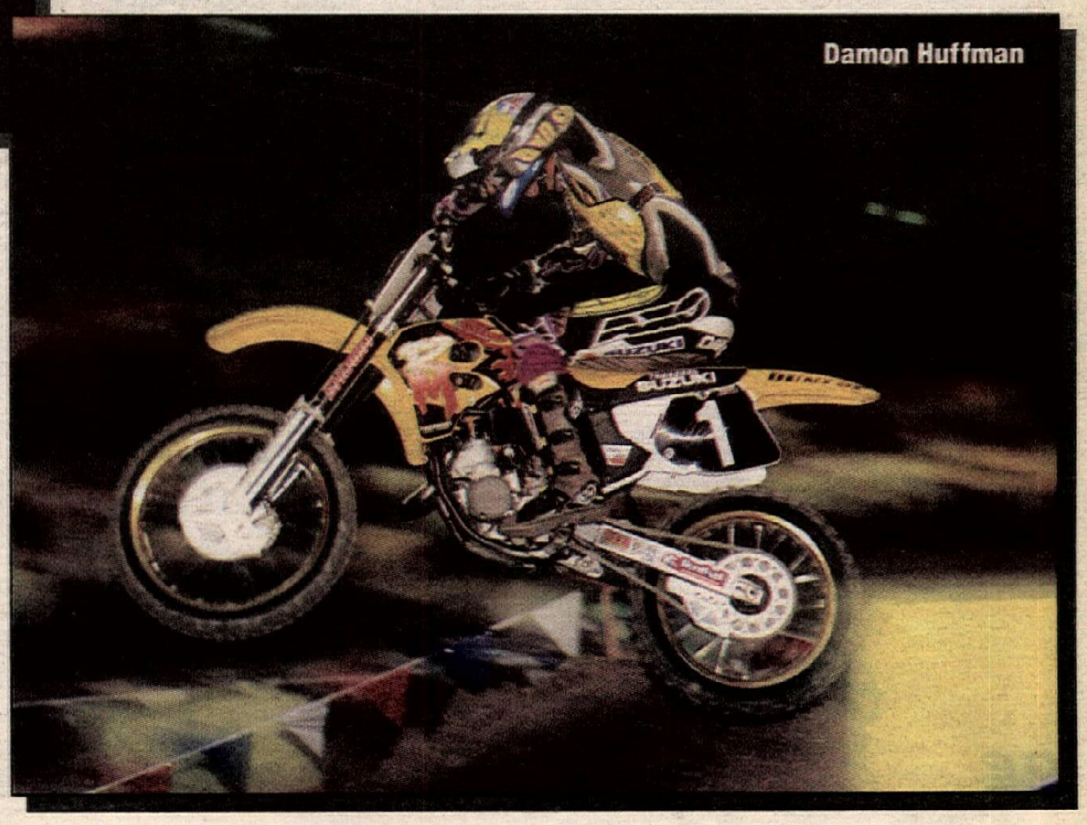
PROJECT

Pro Circuit's Suzuki RM125



U.S. SUPERCROSS SERIES

Same old song and dance in San Diego



At the Beaucaire, pre season GP warmup race, in Beaucaire, France, on February 13, American **Tallon Vohland** (Kaw) scored the overall win ahead of Italy's **Alessandro Puzar** (Hon), Germany's **Pit Beirer** (Hon), Great Britain's **Kurt Nicoll** (Hon) and Belgium's **Stefan Everts** (Suz). Three other Americans competed, including defending 125cc World Champion **Bobby Moore** (Yam), **Bader Manneh** (Hon) and **Jimmy Button** (Hon). Moore finished seventh; Manneh ninth, and Button 10th. Vohland won the first two motos and finished sixth in the third moto, which was won by Beirer.

Marc Colomer (Mon) was the winner of the Solo Moto Indoor Trial, held in the Palau Sant Jordi Stadium in Barcelona, Spain, on February 11. The Spaniard edged out his fellow countryman, **Joan Pons** (G-G) in the final. Brit **Steve Colley** (G-G) was third. **Jordi Tarres, Amos Bilbao** and **Takumi Narita** were eliminated in the first heat. With six rounds left in the World Championship Indoor Trials Series, Colomer leads Tarres, 751-665. **Tommi Ahvala** sits third with 520.

Cycle News Rider of the Year **Ty Davis** (Kaw) captured the overall victory during the opening round of the 1995 AMA National Championship Hare Scrambles Series at the Hollister Hills SVRA in Hollister, California, on February 12. Defending champion **Rodney Smith** (Suz) finished second with **Steve Hatch** third. **Scott Summers** (Hon) and **Cole Marshall** (Hon) completed the top five.

Scott Sheak (Suz) won the 125cc Pro class at round five of the GFI Winter Series, held at Perris Raceway in Perris, California, on February 12. **Greg Schnell** (Suz) was second, ahead of **Doug Dubach** (Yam). Dubach won the 250cc Pro class, edging out **Cory Keeney** (Yam) and **Anthony Pocorobba** (Suz). **Terry Fowler** bested **Rusty Holland** and **Willy Musgrave** in the Open Pro class. All three riders were Honda mounted.

Craig Smith scored the overall win and took home the $1000 that was up for grabs at the King of the Desert off-road race near El Centro, California, on February 11. Smith diced with **Paul Krause** for most of the race until Krause dropped out with a twisted ankle. **John Flores** ended up second, while **Dewey Belew** and **Bill McNeer** finished third and fourth, respectively. Rounding out the top five was **Jason Corfman**, who won the 250cc class.

Spanish Gas Gas exporter **Andreu Codina**, winner of last year's **El Trial de Espana**, will again be on hand for this year's April 29 event at the McCain Valley Recreation Area near San Diego, California, but not as a competitor. Instead, Codina will bring 15-year-old Spanish trials sensation **David Cobos** along. Codina reports that he has been working with the youngster for the past three years, and he will make his World Championship Series debut this May after his 16th birthday. It will be interesting to see how America's best riders fare against the Spanish up-and-comer.

Yamaha Motor Corporation, U.S.A., has announced its 1995 road racing contingency program which totals $1,380,500. The 1995 program includes the AMA Superbike National Championship, as well as nine other major racing series, and offers contingencies in a number of classes from Supersport to 250cc Grand Prix. Yamaha has also announced a 35-race **FZR600 Challenge Series** which replaces the Yamaha Seca II Challenge. The new series will post $81,000 at 28 WERA events and seven Willow Springs Motorcycle Club races. To qualify for the FZR600 series, riders must be at the novice level and not be ranked as an expert by any other organization; and all machines must conform to WERA "C" Superbike class rules. For more information contact the series promoter or Yamaha's race contingency department at 714/761-7509.

President Clinton's budget proposal, which was sent to Congress on February 6, includes $30 million for the **National Recreational Trails Trust Fund**, which is designed to develop and maintain trails, including those used by motorized-recreation enthusiasts, according to the AMA. If that allocation is approved by Congress, it would mark the first time in the five-year history of the program that it would receive full funding from the federal government. So far, the fund has received $7.5 million over four years, only about six percent of the money anticipated when the trails program was established in late 1991. The president's overall budget plan is expected to face stiff opposition from the Republican-controlled Congress.

Anza-Borrego Desert State Park (Southern California) officials have scheduled two public meetings to obtain input on a proposed Coyote Canyon Public Use Plan that includes closing the upper portion of the canyon to vehicle traffic. Off-roaders who would like to voice their opinion on the subject are invited to do so; the first meeting will be held in San Diego on February 24 with the second meeting taking place in Borrego Springs on February 27. For more information call the San Diego Off-Road Coalition at 619/449-1616.

Round one of the **Too Much Fun Promotions La Playa GP Series** will be held in the Cantamar Sand Dunes, just south of Rosarito Beach, B.C. Mexico, on March 5. The two-mile course is run entirely on beach sand, and all classes are featured. For more information contact Too Much Fun Promotions, P.O. Box 120089, Chula Vista, CA 91912, 011-52/661-BAJA 5.

The March 4-5 **3rd Annual Malcolm Smith Motorsports Grand Prix**, held at Glen Helen Raceway in San Bernardino, California, will feature a grueling 12-mile GP course laid out by none other than Malcolm Smith himself. "This is definitely not a course for wimps," said Bub Feldkamp, president of Glen Helen Raceway. All classes will compete in **two-hour races**. For more information call Doug Mohr at 714/898-4599.

According to Pat Foster, he and the **Mammoth Mountain Ski Area** have joined forces for the 1995 season. Foster says that Dave McCoy, the owner of Mammoth Mountain, will help in getting an Amateur MX National and other races during the season. The McCoys currently run the Mammoth MX every June.

Australian 125cc Grand Prix road racer **Garry McCoy** has signed with Team Zwafink Racing for 1995 and will ride a factory Honda RS125 in the World Championship Road Race Series. McCoy's teammate for the '95 season will be Japan's Akira Saito.

Eastern Creek Raceway, the site of the Australian Grand Prix, is slated to undergo a three-stage facelift which will see the circuit extended by 0.8-of-a-mile in order to bring the Sydney circuit up to Formula One car racing standards. The funding to do the work will come from U.S. and British-based Spice Racing Cars Ltd, a leading race car developer with F-1 links. Spice has put together a number of financial partners in order to pay the majority of the $75 million bill. A research and development facility, including a wind tunnel, will also be built in an effort to turn Eastern Creek into a high-tech motor vehicle testing facility.

Australian road racer **Martin Craggill** will make his 500cc Grand Prix debut in the Australian GP on March 24-26. Craggill will ride as a Wild Card entry and will be backed by Shell on a ROC Yamaha. Last year, Scott Doohan competed on the Shell team and finished 12th in his Wild Card ride at Eastern Creek.

Two **Brittens** will compete during AHRMA racing at Daytona International Speedway on March 6-7. One will be ridden by New Zealander **Andrew Stroud**, with **Nick Ienatsch** riding the second V1000.

According to **AHRMA**, entries for the March 6-7 Classic Days at Daytona were up to 728, beating the old record by 100 entries. There are also over 200 entries for the warmup AHRMA National at Roebling Road in Georgia on March 3.

German motorcycle racer **Walter Zeller**, 67, died on February 4 of a heart attack. Zeller raced both on- and off-road, winning a gold medal in the 1951 International Six Day Trial and three German road racing titles in the 1950s. He also finished second to John Surtees in the 1956 World Championship.

Zeller was scheduled to join AHRMA's collection of racing legends at Daytona International Speedway and he will be replaced by **Walt Fulton**. Fulton, 47, was a factory road racer from the mid-1960s to the early '70s for Suzuki, Harley-Davidson and Kawasaki. Fulton will be among the non-riding Legends Emeritus, although he may be pressed into racing service if needed to replace **Don Vesco**, who recently suffered an eye injury while spectating at a car race.

There has been some confusion as to the site of the fourth round of the Daytona Flat Track Series which will be held on March 7. The race will take place at **Thunder Valley Raceway**, which is located 10 miles south of Palatka, Florida; Thunder Valley was formerly Putnam County Raceway. For more information call 203/868-0181.

A grand opening reception for the **Art of the Motorcycle** exhibit will be held on February 25 from 4:00 p.m to 7:00

Top facilities set to rejoin AMA Series

Although nothing has been signed, it now appears certain that the Mid-Ohio Sports Car Course, Brainerd International Raceway and Road America will again host rounds of the AMA Superbike National Championship in 1995, and will defect from the North American Super Bike (NASB) Series.

"The rumors in the field are reality," AMA Pro Racing's president Tom Mueller said on Monday, February 13. "They've (Mid-Ohio, Brainerd and Road America) contacted Cary (Agajanian) and they have asked to sanction with the AMA. The sanctions went out in the mail on Friday and we're looking to start healing some of these relationships. The goal right now is to see if the three sanctions come back."

Mid-Ohio Sports Car Course vice president Michel Trueman Gajoch confirmed that she had indeed received the sanctioning package and that she would be returning them with the full intention of running an AMA Superbike National on June 2-4. "That's our intention right now," Trueman Gajoch said. "There are a few little hurdles, but we're on the right track."

Mueller confirmed that the returning facilities would keep their existing dates, and that the AMA would no longer hold a race at Indianapolis Raceway Park on June 2-4 as well as most of the others on the schedule it released on February 1. As it stands now, the series would feature eight rounds: Daytona International Speedway (March 9-12); Pomona Fairplex (March 31-April 2); Laguna Seca Raceway (April 28-30); Mid-Ohio Sports Car Course (June 2-4); Road America (June 9-11); New Hampshire International Speedway (June 16-18); Brainerd International Raceway (July 14-16); and Sears Point Raceway (August 25-27).

"We will move the new facilities out of our schedule," Mueller said. "Right now we're going to take a look at a new sheet of paper. We'll just see what the AMA has to do. We would like to have nine or 10 rounds and we're hoping that Buddy Jobe (the president of Phoenix International Raceway) may reconsider."

As for the North American Super Bike Series, Edmondson plans to continue his efforts to sanction a road race series in 1995. When contacted on Friday, February 10 regarding the possibility of Mid-Ohio, Road America and Brainerd jumping to the AMA Series, Edmondson said: "NASB was not designed to be the premier road racing series in the U.S. It was originally a program to develop motorcycle road racing at a reasonable cost to promoters. Then the promoters sent the AMA home in disgrace from their promoters' meeting and they turned to me to provide an alternative to the AMA series. I was willing to offer half a million more in purses, but this was never meant to be an either/or situation. That's how others pronounced it. This is what I do. This is not a hobby for me. I'm 52 years old and this is what I do - and this is what I'm going to do."

On Monday, Edmondson reiterated that he would continue: "This has been an interesting affair in my life. The first thing I'm going to do is grab a dictionary and see what certain words like integrity and honesty mean. I still don't know what the cards are, but I've got a race to run at Daytona in two weeks. I will only be dealing with people and things that are rock-solid. We have two events at Daytona and I believe there are lots of people who would love to have two Daytona events as a bookend to a series. I still have a vision and I'll go to work. I'm surprised at all of this, but I won't be surprised a second time."

p.m. at the Williamson Gallery at Art Center College of Design in Pasadena, California. The public is invited to attend the reception and encouraged to arrive by motorcycle. For more information call 818/396-2397.

On Sunday, February 5 a benefit trail ride was given for injured D-36 veteran **Charles Halcomb** in Clear Creek, California, with some 230 supporters attending the event. Halcomb, who was injured in the November running of the Baja 1000, is currently recuperating at his home in Santa Cruz, California. Over $11,000 was raised to help Halcomb and his family through his recovery.

Road racers **Mark McDaniel** and **Dave Deveau** have renewed their contracts with Cycle Motion Racing for 1995. McDaniel and Deveau will race in the AMA SuperTeams Endurance Series with McDaniel also slated to compete in 750cc Supersport. The team will be backed by Team Suzuki Sport and will run a GSXR1100 in the endurance series and a GSXR750 in 750cc Supersport.

Former Grand National Dirt Track engine builder/tuner **Jimmy Clarke** is in intensive care from complications stemming from quadruple bypass surgery on January 31. Clarke has tuned for such notables as Jay Springsteen, Steve Morehead, Terry Poovey, Scott Parker and Bart Markel. Cards and letters can be sent to Clarke at 3340 Grayson, Ferndale, MI 48220.

The Flammini Group, organizers of the **World Superbike Championship**, held a meeting with race team officials on January 30, with several initiatives brought to the table. Among those were an official World Superbike test day, which will be held at Misano in Italy on April 25 for the leading World Superbike Championship teams. Flammini also announced that a World Superbike Shoot-Out will be held on the Monday after the British round of the series at Donington Park - the race will be an invitational featuring the top riders and teams in the series. Additionally, the Flammini Group has made an official request to the FIM for World Championship status to be given to the 600cc Supersport class in 1996.

TravelCraft has announced its fifth tour to the Spanish Grand Prix, the fourth round of the World Championship Road Race Series. The trip will begin on April 30 and will end on May 8, taking time for sightseeing as well as race watching. For a brochure or information on the Jerez trip or other GP escapes, call TravelCraft at 800/241-1223.

Racing schools: Keith Code's **California Superbike School** has added two Laguna Seca classes (May 23 and October 4) to their Willow Springs dates, and have also scheduled a class for Road America on August 30. For more information call 800/530-3350.

More racing schools: **dP Safety Schools** has finalized its 1995 schedule of racing schools with classes to be held at three California race tracks - Laguna Seca Raceway, Thunderhill Park and Sears Point Raceway. For more information call 805/772-8301.

Still more racing schools: The 1995 Class Racing School calendar includes the Streets of Willow Springs, Laguna Seca, Pomona Fairplex, Sears Point, Second Creek (Denver, Colorado), Texas World Speedway, Heartland Park Topeka, Road Atlanta, Watkins Glen, Mid-Ohio, Portland International Raceway, and Willow Springs Raceway. For more information call 800/235-7228.

Video game fans take note. Sega of America has introduced **Motocross Championship** for their new Sega Genesis 32X. The game offers three classes - 125, 250 and Super Bike - and is scheduled for release on February 15; the game carries a suggested retail price of $59.99.

Former 500cc National MX Champion **Chuck Sun** raced a Husaberg at the Adelanto Grand Prix on February 4, and broke his wrist when he hit a false neutral over a double jump. "I was expecting to have troubles with the off-road sections, but that actually went okay," said Sun. "I didn't think the motocross section would be any problem. It was just one of those things." Sun also reported that **Shaun Kalos** is planning to campaign a four-stroke 'Berg in the entire National MX Series.

Last week's rumor that **Mike Young** had signed with Vertemati has been confirmed. Young will live in Italy and race the World Championship 500cc MX Series. He is also planning to race at the Mammoth Motocross on June 23, and afterward, will auction off two custom-built Vertemati four-stroke race bikes.

The Grand National Cross Country Series kicks off the '95 season during Daytona Bike Week at the Ocala Motorsports Complex. Following the quad race on Monday March 6, the motorcycles take to the track at 3:00 p.m. for a non-mandatory practice session. The traditional cookout will follow at 7:00 p.m. On Tuesday, March 7, riders like **Scott Summers, Scott Plessinger, Fred Andrews, Ty Davis** and **Guy Cooper** will begin their quest for the title. For more information call 304/594-1157.

AUTOGRAPH SIGNING: At SLO City Cycles in San Luis Obispo, California, on February 17 from 5:00 p.m. to 8:00 p.m. Team KTM's Jim Gray, Matt Stavish and Mike Lafferty, and Team Kawasaki's Larry Roeseler, Ty Davis, Danny Hamel, Craig Smith and Kelby Pepper are scheduled to appear, as is off-road racer Charlie Halcomb.

AUTOGRAPH SIGNING: At Wagoner Cycle Works in Tucker, Georgia, on February 24 from 6:00 p.m. to 8:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco and Ryan Hughes are scheduled to appear. For more information call 404/934-2453.

CORRECTION: The correct date for the Cherokee National Enduro in Greensboro, Georgia, is March 19 and not February 26 as was listed in our Calendar section. For more information call 706/453-1242.

FORMED: Team 1040, a WERA National Endurance Series team featuring Kenny Lu, Dan Brennen, Brian Surtees, Brian Cincera and George Gervasi; the team will compete aboard a Honda CBR600 F-2 and will be sponsored by Nantucket Gold suntan products.

OPEN HOUSE: At Moore and Sons Motorcycle Sales in Santa Cruz, California, on February 16 from 6:00 p.m. to 8:00 p.m. Charles Halcomb is scheduled to appear. For more information call 408/475-3619.

RESIGNED: John Driscoll Jr. from the Deltran Corporation, manufacturers of the SuperSmart Battery Tender. Driscoll has been hired by Cycle World magazine as an advertising salesman.

NAMED: Ferodo of America's motorcycle division as a sponsor of four of AHRMA's "alternative" modern road racing classes; and Metzeler Motorcycle Tire as a contingency sponsor for three of AHRMA's vintage divisions.

AUTOGRAPH SIGNING: At Honda/Suzuki/Kawasaki/Polaris/Sea-Doo of Ocala in Ocala, Florida, on March 3 beginning at 7:00 p.m. Team Kawasaki, Team Suzuki, Honda of Troy and HSKS Racing's Buddy Antunez and Travis Blackburn are scheduled to appear. For more information call 904/732-8531.

STOLEN: a 1994 Kawasaki KX80BW, VIN# JKAKXWT15RA007989, from Josh Sawyer, on February 4. The bike was taken from inside the north gate at the Seattle Kingdome during the riders' meeting prior to the AMA Amateur Supercross event. It was identifiable by its numbers, 101, and by the fact that it had 14- and 17-inch wheels even though it is a BW model. Anyone with information leading to the return of the bike should contact Wade Sawyer, 406/442-3221. No questions will be asked.

ANNOUNCED: Harley-Davidson, Inc., and R.J. Reynolds Tobacco Co., have signed multi-year contracts to sponsor the Sturgis Rally and Races, held annually in South Dakota, according to the promoters of the event.

APPOINTED: Brightstar Professional Motorsports as a distributor of Q-Sport Personal Performance Products. Dealer and road racing sponsorship inquires are invited; write to Brightstar at 324 Wells Street, #103, Delafield, WI 53018-1400.

OPEN HOUSE: At Rosenau Powersports in Dearborn Heights, Michigan, on February 25 from 12:00 p.m. to 5:00 p.m. to view the 1995 Ducati and Triumph lineup. For more information call 313/278-5000.

PROMOTED: Dave Banes to Assistant Director of Education of the American Motorcycle Institute in Daytona Beach, Florida. Banes has served as an instructor in all phases of AMI's motorcycle and personal watercraft divisions for 14 years.

NAMED: John Goodpaster to a three-year seat on the AHRMA Board of Trustees. Goodpaster was previously an AHRMA road race tech inspector.

NAMED: THOR Motosports as the official riding gear of the Kawasaki Team Green Racing program. CN

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VOICES
Letters to the editor

Loves Lovett

I was perusing your issue (Issue #5, February 8) and read where Mr. Lyle Lovett and his beautiful wife, actress Julia Roberts, attended the Texas Championship Hare Scrambles held January 22 in Fort Hood, Texas. As the former president of the Fort Hood Dirt Riders M.C., I read the piece with great interest and discomfort.

Mr. Lovett was attending an event like thousands of enthusiasts, trying to enjoy our sport and its people. I fully understand that celebrities cause and can expect a ruckus wherever they go. However, I was greatly embarrassed by the behavior of spectators and participants. We swarmed Mr. Lovett and Ms. Roberts, seeking autographs and the like, completely disregarding their personal time and desires. After the race they were both driven into their trailer to get away from the continuous flow of people so that Mr. Lovett could recover from the race. Then today I read your comments which, in my opinion, were less than favorable. My embarrassment continues.

Personally, I was greatly pleased that personalities of their stature were participating in my sport. I think that if more of their ilk were involved we could make more progress in land-use issues, and other agenda items that never get to the correct table. If we were to treat them with the respect that we demand, then they'll attend more events and become accustomed to our sport, people and interests. Both Mr. Lovett and his wife are members of our club; I only hope that they choose to come and ride with us again. As for the veiled statement concerning Mr. Lovett's racing ability, everyone starts sometime. Just to set the record straight, Mr. Lovett raced when he was a youngster and most recently returned to the sport he obviously enjoys. See ya at the races.

John Kemp
Fort Hood, TX

P.S. I am also no threat to unseat a factory rider. Are you?

Not only do we lack the necessary skills to be factory riders, Mr. Kemp, but our talents at country and western singing also leave much to be desired...Editor

Loves NASB, hates AMA

I'm sick and tired of hearing about the ongoing war between the AMA and NASB series. There is too much waffling and "let's wait and see" going on. Now it seems that the "factory" teams are in the driver's seat, determining for everyone which will be the "cool" series to contest. Everyone assumes that all of the privateers will just follow like sheep! Has anyone asked the core of the racing community, "the privateer," what they want?

So, let's say the factory teams decide to go to Indy - and everyone else to NASB's Mid-Ohio event. Do you think the crowds will really enjoy seeing a grid of nine or 10 "factory" bikes dueling it out? It seems to me that a few individuals and contingency sponsors are attempting to influence decisions by using strongarm tactics like denying their contingency programs to the NASB series.

I think it's high time that everyone - especially the privateers - make a commitment and stop "waiting to see" what everyone else is doing. When is the last time a "factory" team "bought" their own tires anyway? I think it's the privateers that are purchasing those stacks and stacks of tires!

The racing community needs to become vocal on this issue. It does affect us and the future of road racing. Where would road racing be if you took the privateers off the track? I think that the factories and the contingency sponsors need to look into this issue further and re-evaluate their decisions.

I personally am getting "off" the fence and will be making a commitment - contingency or no contingency. Come June 4, I'll be at Mid-Ohio. I have faith in an organization that has the strongest and most competitive regional racing in America. The AMA does not have a regional series for the privateer to compete in. The rider talent in CCS is excellent and will produce some of the most competitive racing in this country.

Thank goodness our forefathers didn't "wait and see" what happened during the American Revolution, or we'd still be a British colony.

Matt Drucker, CCS #117
Orion, IL

Loves AMA, hates NASB

How long must we endure the loss of exposure to mainstream America because an individual "has a vision?" I am of course referring to Roger Edmondson's NASB Series.

As an AMA member for over 20 years, and having attended hundreds of motorcycle events, it appears to me that the majority of racing fans are always looking to attend the "real" events. These events have usually been AMA sanctioned. While at times the AMA has fallen short of the "perfect" series, I believe their intention has been to do what's best for the racers, promoters and fans.

Where the AMA fell far short on "their vision" was in allowing Edmondson to gain the power that he did. Any corporate organization, especially one representing a large membership, must never allow one voice to drown out the multitude. That's why we should applaud the formation of the for-profit arm of the AMA, Paradama.

Now is the time to stand together as AMA members, enthusiasts, and simply fans, and attend the real races. I would hope some sort of resolution would be ironed out between the AMA and Edmondson, however, let's not let the warring parties hold us hostage. We deserve to see the best riders, machinery, products, sponsors and crowds. This cannot be obtained by splitting our TV coverage, sponsors and fan support. If the elections taught us anything in November, it should be that our voice and presence does count.

See you in Daytona, but I'll miss you at Mid-Ohio.

Michael Taylor
Hagerstown, MD

Please see the "In The Wind" section. You may be at Mid-Ohio after all...Editor

Hates Fogarty

In reference to Carl Fogary's statements about hating Americans (Issue #6, February 15), how can a "professional" in any sport come out with such an ignorant statement? I believe Ducati should revoke his contract for making such a statement to the press. After all, he is representing their name, and I assume they enjoy the lucrative market they have here in the USA.

It is obvious Carl Fogarty has little or no intelligence, so therefore he is more to be pitied than laughed at. He just helps make real champs like Mick Doohan and Wayne Rainey look like heroes.

Carl Fogarty might be very wise to leave his leathers, body armor and helmet on at all times while visiting Daytona and Laguna Seca.

Go for it Scott, Freddie, Doug and Troy. Kick his British ass back home.

Sean McGloin
Yonkers, NY

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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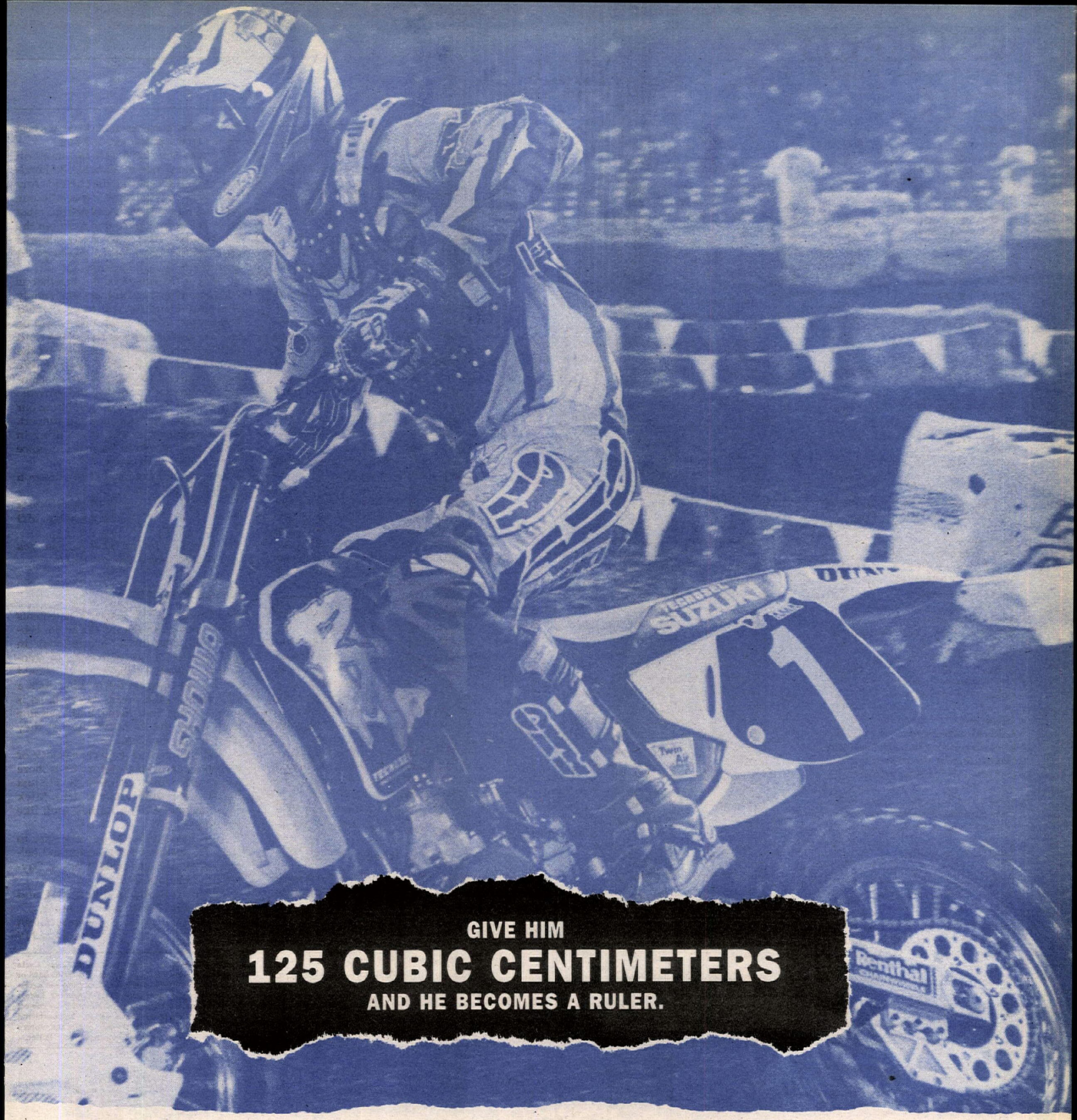
ON THE FRONT COVER

Team Honda/1-800-Collect's Jeremy McGrath and Team Suzuki's Damon Huffman continued their winning ways at San Diego. Story on page 6. Photos by Scott Hoffman. The Pro Circuit Suzuki RM125 project begins on page 14. Photo by Kinney Jones. Our impression of the BMW R1100R Roadster starts on page 24. Photo by Randy Phillips. Inset photo: Cagiva's 750 F4 four-stroke. Is it in the future of superbike racing? See page 16.



It's hard for Champion Damon Huffman not to have a superiority complex when he starts out the season by winning the combined East/West round in Minneapolis, the Anaheim Supercross before a crowd of 56,000 loyal subjects, and the Seattle Supercross in the appropriately-named Kingdome.

REIGNING AMA 125cc SUPERCROSS CHAMPION

Not only is Damon 3 for 3 in his domain...er, region, but new teammate Tim Ferry won the first race in the East, defending the other crown we donned last year.

Of course, that's no ordinary steed King Damon and the rest of the team rides. That's a production-based Suzuki RM125. The same kind you can get from your local Suzuki dealer, along with information on our outstanding support programs: the $3.5 million RM contingency program (a king's ransom), the new and exclusive RM Cup Challenge, the acclaimed Tony D. Motocross School, and the Suzuki Good Scholar Program.

All for riding an RM. And as long as Damon does, the most the competition can hope is that he rules wisely.

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For the name of your nearest Suzuki motorcycle & ATV dealer, call 1-800-828-RIDE. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.

Round 5: Jack Murphy Stadium

McGrath takes the fifth...

By Chris Jonnum • Photos by Kinney Jones and Scott Hoffman

SAN DIEGO, CA, FEB. 11

...Or the sixth, depending on how you look at it.

For the fifth time in as many weeks, Team Honda/1-800-Collect rider Jeremy McGrath led the pack across the finish line in a supercross main event. That's right, folks, one-third of the U.S. Supercross Series is already complete, at least on paper. In reality, you might say that the series is all but over. After all, McGrath is the only rider to have won a 250cc supercross main this year.

But the two-time champ's accomplishments don't stop there. The San Diego event also marked McGrath's sixth U.S. Supercross victory in a row, moving him into a tie with Bob Hannah and Rick Johnson for most consecutive wins. How can McGrath have six straight wins when there have only been five races? He also won the final round of the '94 season in Las Vegas, while Hannah and Johnson both reached the mark in a single season. But we wouldn't want to bet against him breaking the mark in Atlanta in two weeks. Heck, we wouldn't wager against him winning next week - and there isn't even a race!

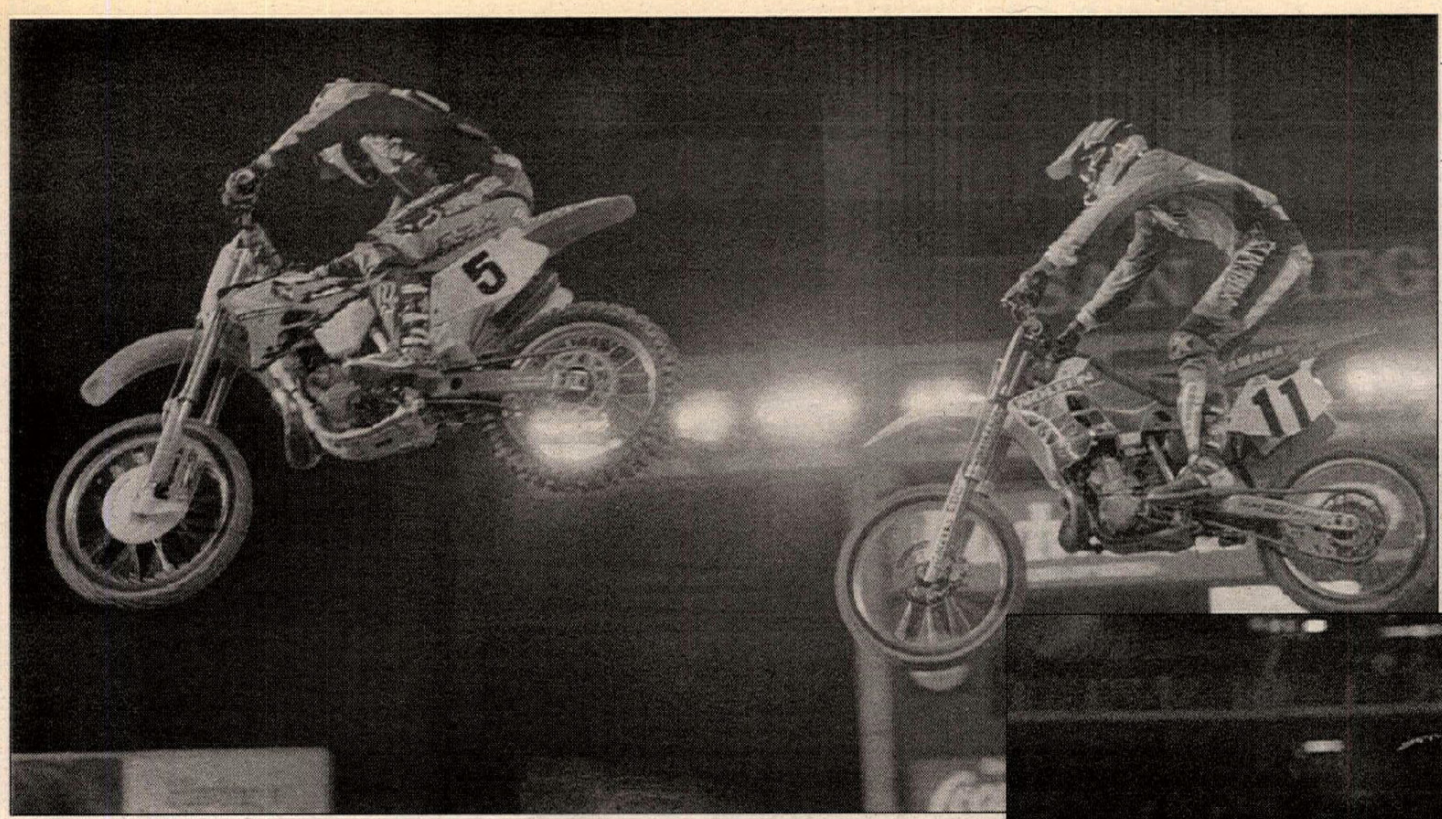
"I'm riding really strong and I feel good," said McGrath. "I take it race by race and the records come. Everyone was heckling me before, but I didn't worry about it. It does feel good though, and I don't see any reason why I can't win in Atlanta."

McGrath's perfect points total now matches his '91 racing number - 125. That makes for a plush 21-point lead over Team Noleen/Sizzler/Yamaha rider Larry Ward - runner-up at San Diego. Ward continued his impressive late-career upsurge, riding confidently and intelligently yet again. Despite the "disadvantage" of riding for a shop team, Ward is the only rider other than McGrath to have made every podium thus far, and he has all but one of the factory pilots scratching their collective heads.

"We're definitely happy," said Ward. "We're working hard, and who knows? Maybe one of these days I'll beat that big, red Jeremy McGrath."

The closest of the pretenders is Team Kawasaki's Mike LaRocco, who worked up from his usual poor gate to finish third. The frustrated 250cc National MX champ came to San Diego with an entirely revised bike setup, but not even that could overcome a bad start on a track that many described as overly technical. LaRocco sits another nine points behind Ward, with 95.

A startled Jeremy McGrath (1) looks over to see Michael Craig (19) passing him early in the main. Steve Lamson (5), John Dowd (14), Jeff Dement (77) and Greg Albertyn (111) follow.



(Left) Larry Ward (11) and Steve Lamson (5) battle for position. Ward finished second again, and is still second in the points standings.
(Below) Mike LaRocco struggled with traffic and took third.
(Below left) Mike Kiedrowski (7) reels after slamming with John Dowd (14). Jeff Emig (6) and Steve Lamson (5) avoid the mayhem.

"We went stiff, but the tracks have a lot of tight turns," said LaRocco. "Our practice track is a lot faster. I'm really happy with the bike now."

Perhaps the biggest news of the night was the fact that someone put a legitimate pass on McGrath, and that someone was hometown hero Michael Ray Craig, who also led much of last year's race. "Sting Ray" stung early on lap one, but soon surrendered to the champ and slipped to an eventual fourth - not bad for someone who cracked his shoulder blade just three weeks ago.

Craig was followed by Honda/1-800-Collect cohorts Doug Henry and Steve Lamson, and Yamaha teamsters Jeff Emig and John Dowd. Kawasaki's Mike Kiedrowski and Honda of Troy's Brian Swink completed the top 10.

McGrath isn't the only rider with a perfect points total thus far, as Team Suzuki's Damon Huffman won his fourth 125cc Western Regional SX feature in as many tries. Huffman led from the get-go, though arch-rival Ryan Hughes also gated well. The SplitFire/Pro Circuit/Kawasaki ace couldn't repeat his win of a year ago, however, and actually gave up second to Team Suzuki rider Craig Decker. Hughes was trailed by his teammate David Pingree in fourth, with Atomic 22's Chad Pederson completing the first five.

250cc

The first heat race offered what was perhaps the best action of the evening, with Henry and Ward spending all eight laps squabbling over the lead. Ward finally used a block-pass to take the top spot for good on lap seven, and made his point by looking back at the Honda rider over a triple. LaRocco finished a distant third, with Lamson and Kawasaki privateer Phil Lawrence following.

"I've been getting beat by a red bike in the mains, and I ain't going to get beat by a red bike no more!" boasted Ward.

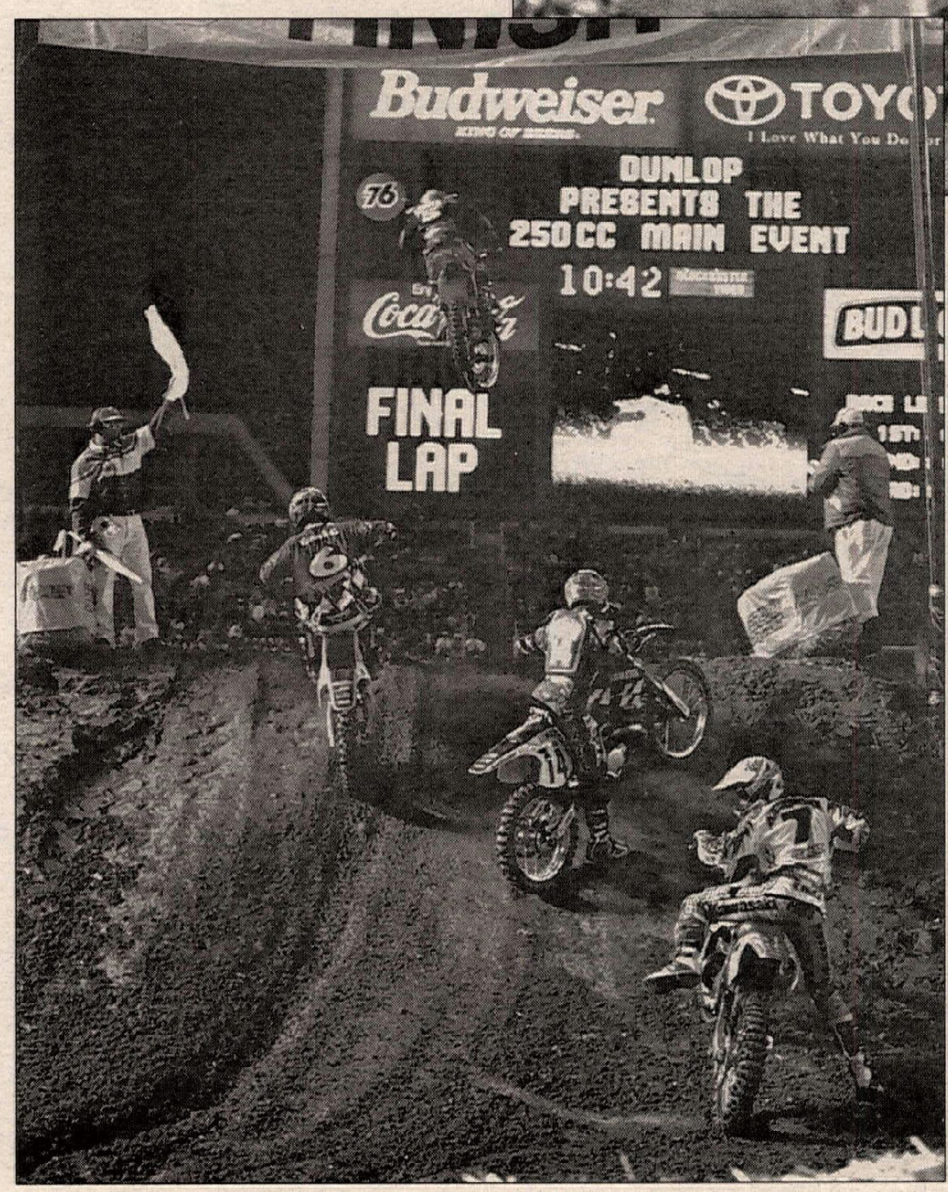
Heat two saw McGrath get by Dowd on lap three and pull away to an easy win. Dowd held third, with Craig, Emig and Kiedrowski completing the top five. "I think I've got a lot of guys psyched out, which is good for me," said McGrath.

Swink survived a scary-looking heat-race crash with Greg Albertyn to win his semi, pulling a can-can to celebrate. Albertyn was next, and Honda of Troy teammates Mike Brown and Todd DeHoop were third and fourth, respectively. Rounding out the top five and transferring to the main was KTM's Tony Amaradio.

Frenchman Frederic Bolley was the semi-two victor, with a struggling Mike Kiedrowski heading factory KTM rider Jeff Dement and Honda privateer Mike Chamberlain. Fifth went to Noleen/Sizzler/Yamaha's Larry Brooks.

Brooks' teammate Kyle Lewis easily topped the Last Chance Qualifier, and Honda privateer Buddy Antunez held off Lawrence for the final transfer spot. Lawrence may not have qualified even had he made the pass, as he jumped a double under a yellow flag.

Craig turned heads when he shot his Honda of Troy CR250 by the factory machine of initial leader McGrath on one of the first straights in the main. McGrath followed for a lap before block-passing the El Cajon resident in a tight turn. "I was kind of surprised to see him do that," said McGrath. "I figured I'd better make my move quick and try to get away."



That he did, while behind Craig, a third-placed Lamson tried to hold off the advances of Ward. After several laps of steady pressure, the lanky Yamaha pilot finally pulled a pass through the whoops on lap seven.

"That's the best I rode since I came back (from a chest injury)," said Lamson, who eventually slipped to sixth. "The only problem is I'm still getting a little tired. I've been training, but it takes a while to catch up, I think."

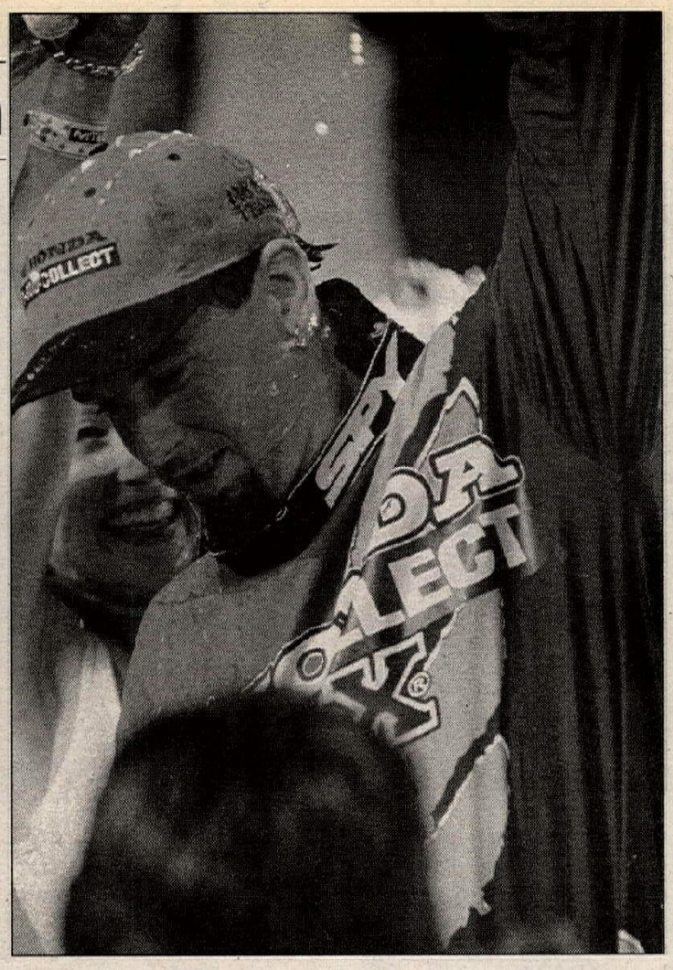
Once by, Ward rapidly eliminated Craig's advantage before using a block-pass at the midway point. From then on, Ward maintained McGrath's pace from about 11 seconds back, nabbing his second runner-up finish of the year and celebrating with a no-footer.

"I wasn't expecting it to be that easy," said McGrath. "I rode a little tight in my heat, but I came back and talked to Gary (Semics, his trainer), and he got me to relax."

LaRocco had gotten a good jump out of the gate, but along with teammate Kiedrowski, got pushed wide in the first turn. He was mired midpack as a result, but moved up quickly until encountering Honda teammates Lamson and Henry. "Both of them were all over," said LaRocco. "The track *was* one-lined, but they were definitely using all of it."

LaRocco finally took third five laps from the end, and that was the best he could do.

Round 5: Jack Murphy Stadium



(Left) Damon Huffman kept his record perfect with another win in the 125cc class. Huffman led every lap. (Above) Trophy girl Tina New gives Jeremy McGrath a taste of his own medicine, dousing him with champagne as he celebrates on the podium.

Craig held on to finish fourth, his best result in quite some time. "I got a little tired, plus it's a head game," said Craig. "I saw those guys and made a couple of mistakes."

Henry and Lamson followed, with Emig finishing an uneventful seventh. "I charged the whole time, (but) it's just hard to pass," said the former 125cc National MX Champion. "I had a hard time with old Junkyard (Dowd). You could pass, you just had to be super-aggressive."

Dowd was eighth after a late-race tussle with Kiedrowski. "He did a pass on me that was pretty scary," said Dowd. "It wasn't dirty, but it could have been ugly. He jumped off a bump inside a turn and landed right next to me. If my leg was sticking out or something, he could have snapped it. It made me mad so I went inside of him over by the finish line. I don't usually ride dirty, but it kind of irked me."

"Everyone was ramming," said Kiedrowski. "You'd pass someone clean and they'd run into you. It was too tight - like Excitebike. I couldn't get around Dowd, so I dropped down in front of him. He could see me the whole time. Then he comes up and totally rams me, when I couldn't even see him coming. My foot got caught in his rear wheel."

Dowd's payback netted him eighth ahead of Kiedrowski, and Swink finished 10th.

125cc

Pederson rode well to a rare heat win over Decker, then nearly forgot his subsequent interview with floor announcer Larry Maiers. Hughes worked up to third from a horrendous start. Pingree became the first rider to beat Huffman this year in heat two, while the defending champ finished second after two beautiful, back-to-back passes on Shane Trittler and Scott Sheak. Back from an injury, Team Split-Fire/Pro Circuit/Kawasaki's Casey Johnson won the Last Chance Qualifier.

After working through the pack last week at Seattle, Huffman decided to make things easier on himself this time around. The Tony Berlutti-tuned, number-one Suzuki headed the pack out of turn one, and - at least as far as the top position went - that was all she wrote.

"One thing I wanted to work on this year was my starts," said Huffman. "Last year they weren't so good, but I'm psyched with my starts (this year)."

Hughes started in second, but rather than pressuring Huffman, he actually had to worry about another Suzuki rider - Decker. Those worries proved well-founded when Decker zapped the Kawasaki rider through a set of whoops on lap two, and immediately opened a gap. "I tried to get away from him quick, so I wasn't really too surprised," said Decker when asked if he had expected more of a fight from Hughes.

Decker set out after the leader and was equalling Huffman's lap times until about five laps from the end. At that point he decided not to risk crashing, and settled for second.

"As long as I can keep on getting holeshots, I think I'll keep getting back up here (in first place)," said Huffman, who now leads Decker by 20 points in the standings, 100-80.

"I'm not too disappointed," said Decker, whose runner-up result equaled his best finish ever. "I just want to get on the top spot. I'll keep working at it and I'll get there."

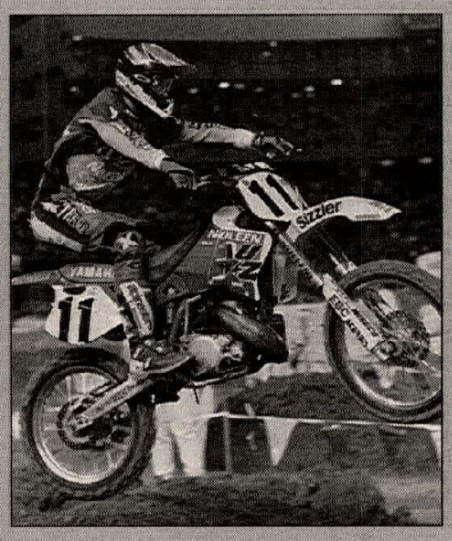
"I don't know, I've got to figure out something," said a disappointed Hughes, who had his hands full holding off Pingree to finish third. "I'd like to beat him (Huffman) fair and square."

Following Pingree in fifth was Pederson, with Scott Sheak sixth. Cory Keeney, Johnson, Jeff Willoh and Ray Crumb filled out the top 10.

WOMEN

A round of the MTEG/U.S.

Will Ward win?

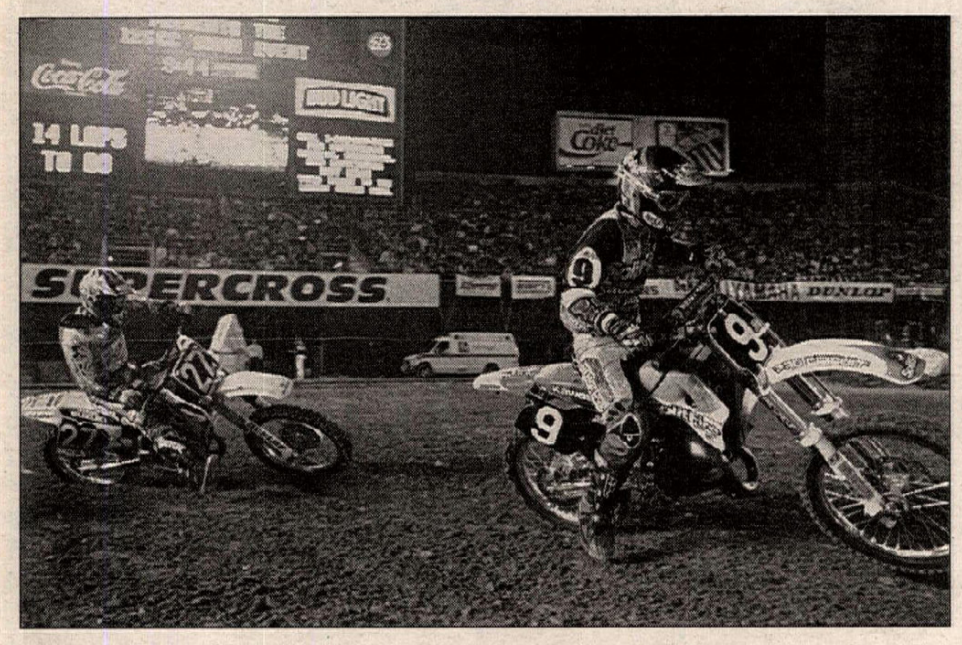


With the season now one-third complete, many people are still shaking their heads in disbelief of Larry Ward's impressive performance thus far. The Team Noleen/Sizzler/Yamaha rider has made every race podium this year, and he finished second again at San Diego. Why is Ward, who many assumed to be past his prime, suddenly beating most of the factory riders on a consistent basis?

"I expected him to be in the top five every race," said team manager Clark Jones. "In testing, his speed was up, his endurance was up and his confidence was up. I didn't really expect him to be in the top three every race, but he's riding really good and we've got the bike working so that he's happy with it."

With Ward having beaten Team Yamaha riders Jeff Emig and John Dowd at each of the first five rounds, one would naturally wonder if the factory squad has considered offering him any works parts. "We've always told Clark that if there's anything they think they need, just to ask," said Yamaha team manager Keith McCarty. "This is a little bit different situation than last year (when Yamaha loaned privateer Dowd a factory bike after Michael Craig left the team). Besides, they seem to be doing fine with what they have, and sometimes it's not a good idea to mess with something that's working well. We knew Larry had potential and we're really happy to see him doing so well. Of course, we'd prefer to have one of the guys we sponsor specifically doing better, but it's better a Yamaha than a Kawasaki or Suzuki."

Ward has turned several faster laps than Jeremy McGrath this season, and now that he has two second- and three third-place finishes, the inevitable question is being asked more and more: Can he put an end to the champ's incredible win streak? Ward seems to think so. "We've got a couple weeks off now," he said after the main. "I'm going to work hard both weeks and come back and kick Jeremy's butt in Atlanta!"



Craig Decker (27) chased down Ryan Hughes (9) to take second in the 125cc main.

Women's Team Stadium-Cross Championship Series took place during one of the intermissions, and Maryland's Amber Hughes led every lap to take her second win in a row. Hughes was followed by Minnesota's Shelly Kann, while Jodie Hollow double-jumped her way to third.

"I'm still nervous, but I'm getting used to it," said Hughes. "I'm starting to feel good."

The "most effort" award, however, went to Bob Shealy. After his daughter Kristy squeezed in an extra practice session at a local track, Bob was bringing her bike to the stadium when his truck broke down. Rather than give up, he unloaded the KX125 and rode down the 805 freeway with no helmet, bringing the bike to the line just in time for the race. Unfortunately, the KX seized on the start line.

Shealy slipped out of the top 10 in the point standings as a result. Kann leads Hollow in the series, 105-93. CN

Jack Murphy Stadium
San Diego, California
Results: February 11, 1995 (Round 5 of 15)

125 HEAT 1 (6 laps, top 9 transfer): 1. Chad Pederson (Hon); 2. Craig Decker (Suz); 3. Ryan Hughes (Kaw); 4. Tom Clowers (Hon); 5. Rusty Holland (Suz); 6. Brian Deegan (Hon); 7. Cory Keeney (Yam); 8. Ray Crumb (Hon); 9. Jeff Willoh (Kaw); 10. Donald Upton (Suz); 11. Juan Ramon Morales (Yam); 12. Forrest Transue (Hon); 13. Oscar Lanza (Hon); 14. Tony Graves (Hon); 15. Jimmy Lavorci (Hon); 16. Shawn Highland (Suz); 17. Erick Hilton (Hon); 18. Angelo Ingrande (Hon); 19. Ryan Huffman (Hon); 20. Jeff Pestana (Hon).
Time: 7 min., 34.50 sec.

125 HEAT 2 (6 laps, top 9 transfer): 1. David Pingree (Suz); 2. Damon Huffman (Suz); 3. Shane Trittler (Suz); 4. Scott Sheak (Suz); 5. Jason McCormick (Hon); 6. Michael Brandes (Kaw); 7. Chris Wheeler (Suz); 8. Mike Metzger (Yam); 9. Jason Partridge (Suz); 10. Pedro Gonzalez (Yam); 11. Casey Johnson (Kaw); 12. Chad Smanjak (Hon); 13. Lex Malan (Suz); 14. Jason Frenette (Kaw); 15. Brian Roth (Hon); 16. Dan Ulven (Kaw); 17. Ryan Ragland (Suz); 18. Ted Campbell (Yam); 19. Jeff. Hedden (Hon); 20. Greg Schnell (Suz).
Time: 7 min., 21.22 sec.

125 LCQ (4 laps, top 4 transfer): 1. Casey Johnson (Kaw); 2. Angelo Ingrande (Hon); 3. Brian Roth (Hon); 4. Jeff Pestana (Hon); 5. Jason Frenette (Kaw); 6. Greg Schnell (Suz); 7. Dan Ulven (Kaw); 8. Chad Smanjak (Hon); 9. Ryan Ragland (Suz); 10. Juan Ramon Morales (Yam); 11. Forrest Transue (Hon); 12. Tony Graves (Hon); 13. Donald Upton (Suz); 14. Shawn Highland (Suz); 15. Lex Malan (Suz); 16. Jimmy Lavorci (Hon); 17. Jeff Hedden (Hon); 18. Pedro Gonzalez (Yam); 19. Ted Campbell (Yam); 20. Erick Hilton (Hon); 21. Oscar Lanza (Hon); 22. Ryan Huffman (Hon).
Time: 5 min., 1.46 sec.

125 MAIN (15 laps): 1. Damon Huffman (Suz); 2. Craig Decker (Suz); 3. Ryan Hughes (Kaw); 4. David Pingree (Kaw); 5. Chad Pederson (Hon); 6. Scott Sheak (Suz); 7. Cory Keeney (Yam); 8. Casey Johnson (Kaw); 9. Jeff Willoh (Kaw); 10. Ray Crumb (Hon); 11. Tom Clowers (Hon); 12. Jeff Pestana (Hon); 13. Mike Metzger (Yam); 14. Brian Deegan (Hon); 15. Michael Brandes (Kaw); 16. Chris Wheeler (Suz); 17. Jason Partridge (Suz); 18. Brian Roth (Hon); 19. Shane Trittler (Suz); 20. Angelo Ingrande (Hon); 21. Jason McCormick (Hon); 22. Rusty Holland (Suz).
Time: 18 min., 5.13 sec.

125cc WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 4 of 8 rounds): 1. Damon Huffman (100/4 wins); 2. (TIE) Craig Decker/Ryan Hughes (80); 4. David Pingree (67); 5. Chad Pederson (54); 6. Cory Keeney (50); 7. Pedro Gonzalez (44); 8. Scott Sheak (36); 9. Jeff Willoh (27); 10. Tom Clowers (25); 11. Greg Schnell (23); 12. Ray Crumb (20); 13. Jeff Pestana (17); 14. Casey Johnson (13); 15. Shane Trittler (11); 16. (TIE) Mike Chamberlain/Chris Wheeler/Brian Deegan/Mike Metzger (9); 20. (TIE) Tony Graves/Jason McCormick (8).

250 HEAT 1 (8 laps, top 4 transfer): 1. Larry Ward (Yam); 2. Doug Henry (Hon); 3. Mike LaRocco (Kaw); 4. Steve Lamson (Hon); 5. Phil Lawrence (Kaw); 6. Greg Albertyn (Suz); 7. Anthony Amaradio (KTM); 8. Todd DeHoop (Hon); 9. Mike Brown (Hon); 10. Masanori Enomoto (Kaw); 11. Carl Vailliancourt (Hon); 12. Jean-Sebastien Roy (Hon); 13. Alex McElyea (Suz); 14. Shawn Wynne (Hon); 15. Mike Ulrich (Hon); 16. Tim Nobles (Yam); 17. Brian Swink (Hon); 18. Josh Hedden (Hon); 19. David Castillo (Kaw); 20. Mickael Pichon (Kaw).
Time: 9 min., 30.47 sec.

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. John Dowd (Yam); 3. Michael Craig (Hon); 4. Jeff Emig (Yam); 5. Mike Kiedrowski (Kaw); 6. Larry Brooks (Yam); 7. Buddy Antunez (Hon); 8. James Dobb (Hon); 9. Cliff Palmer (Hon); 10. Mike Chamberlain (Hon); 11. Takateru Atsuta (Hon); 12. Josh Steel (Hon); 13. Mike Fisher (Kaw); 14. Frederic Bolley (Yam); 15. Kyle Lewis (Yam); 16. Masaya Kohashi (Hon); 17. Tim Ferry (Suz); 18. Marc Peters (Yam); 19. Jeff Dement (KTM); 20. Larry Linkogle (Hon).
Time: 9 min., 41.37 sec.

250 SEMI 1 (6 laps, top 5 transfer): 1. Brian Swink (Hon); 2. Greg Albertyn (Suz); 3. Mike Brown (Hon); 4. Todd DeHoop (Hon); 5. Anthony Amaradio (KTM); 6. Mickael Pichon (Kaw); 7. Phil Lawrence (Kaw); 8. David Castillo (Kaw); 9. Masanori Enomoto (Kaw); 10. Jean-Sebastien Roy (Hon); 11. Carl Valliancourt (Hon); 12. Alex McElyea (Suz); 13. Shawn Wynne (Hon); 14. Tim Nobles (Yam); 15. Mike Ulrich (Hon); 16. Josh Hedden (Hon).
Time: 7 min., 24.24 sec.

250 SEMI 2 (6 laps, top 5 transfer): 1. Frederic Bolley (Yam); 2. Mike Kiedrowski (Kaw); 3. Jeff Dement (KTM); 4. Mike Chamberlain (Hon); 5. Larry Brooks (Yam); 6. Buddy Antunez (Hon); 7. Kyle Lewis (Yam); 8. James Dobb (Hon); 9. Cliff Palmer (Hon); 10. Mike Fisher (Kaw); 11. Josh Steel (Hon); 12. Takateru Atsuta (Hon); 13. Marc Peters (Yam); 14. Tim Ferry (Suz); 15. Larry Linkogle (Hon); 16. Masaya Kohashi (Hon).
Time: 7 min., 18.00 sec.

250 LCQ (6 laps, top 2 transfer): 1. Kyle Leiws (Yam); 2. Buddy Antunez (Hon); 3. Phil Lawrence (Kaw); 4. Masanori Enemoto (Kaw); 5. Josh Steel (Hon); 6. Cliff Palmer (Hon); 7. Mike Fisher (Kaw); 8. Mickael Pichon (Kaw); 9. Jean-Sebastien Roy (Hon); 10. Carl Valliancourt (Hon); 11. Takateru Atsuta (Hon); 12. James Dobb (Hon); 13. David Castillo (Kaw); 14. Shawn Wynne (Hon); 15. Alex McElyea (Suz); 16. Mike Ulrich (Hon); 17. Marc Peters (Yam); 18. Tim Nobles (Yam); 19. Larry Linkogle (Hon); 20. Masaya Kohashi (Hon); 21. Tim Ferry (Suz); 22. Josh Hedden (Hon).
Time: 7 min., 15.02 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Larry Ward (Yam); 3. Mike LaRocco (Kaw); 4. Mike Craig (Hon); 5. Doug Henry (Hon); 6. Steve Lamson (Hon); 7. Jeff Emig (Yam); 8. John Dowd (Yam); 9. Mike Kiedrowski (Kaw); 10. Brian Swink (Hon); 11. Frederic Bolley (Yam); 12. Larry Brooks (Yam); 13. Greg Albertyn (Suz); 14. Kyle Lewis (Yam); 15. Buddy Antunez (Hon); 16. Mike Brown (Hon); 17. Todd DeHoop (Hon); 18. Mike Chamberlain (Hon); 19. Anthony Amaradio (KTM); 20. Jeff Dement (KTM).
Time: 23 min., 41.04 sec.

U.S. SUPERCROSS SERIES POINT STANDINGS: 1. Jeremy McGrath (125/5 wins); 2. Larry Ward (104); 3. Mike LaRocco (95); 4. Mike Kiedrowski (85); 5. Jeff Emig (76); 6. Doug Henry (65); 7. Brian Swink (61); 8. John Dowd (57); 9. Steve Lamson (49); 10. Mike Craig (Hon); 11. Ezra Lusk (36); 12. Phil Lawrence (35); 13. Buddy Antunez (29); 14. (TIE) Kyle Lewis/Todd DeHoop (25); 16. Mickael Pichon (21); 17. (TIE) Greg Albertyn/James Dobb (20); 19. (TIE) Ryan Hughes/Larry Brooks (15).

WOMEN: 1. Amber Hughes (Suz); 2. Shelly Kann (Yam); 3. Jodie Hollow (Suz); 4. Jamie Pamintuan (Suz); 5. Cheryl Federow (Yam).

MTEG/U.S. WOMEN'S TEAM STADIUM-CROSS CHAMPIONSHIP SERIES POINT STANDINGS: 1. Shelly Kann (105); 2. Jodie Hollow (93); 3. Amber Hughes (90); 4. Jamie Pamintuan (87); 5. Corina Chinen (86); 6. Tami Rice (81); 7. Bonnie Warch (68); 8. Debbie Matthews (66); 9. Lisa Henderson (54); 10. Gale Webb (52).

Upcoming Rounds:
Round 6 - Atlanta, Georgia, February 25
Round 7 - Daytona Beach, Florida, March 11

Doug's new stick

Team Honda/1-800-Collect's Doug Henry (right) raced with the added support of new friend Sunny Garcia (left), the number-three ranked professional surfer in the world. The two met through Todd Hicks, a mutual friend at Fox Racing, and Henry hung out with Garcia on a trip to Hawaii this fall. Garcia, who owns several motorcycles, rode with Henry and taught him to surf, and he flew out to see the 125cc National MX champ compete in San Diego, bringing along a special gift - a 7'6" Blue Hawaii surf board.

When asked if Henry was as good in the water as he is on a bike, Garcia replied, "He's got good balance; he stood up on the first wave. Besides, surfing is all about fun, just like riding. I look like a kook on a bike, but I have a good time, no matter what anyone says."

"He took me motocrossing and trail riding when I was over there," said Henry, "so I'm going to take him riding tomorrow."

Henry's mechanic Pete Steinbrecher, who described Garcia as the "John McEnroe of surfing," said that while in Hawaii, Henry went to watch Garcia surf in a contest. "Sunny was thinking about trying not to qualify so he and Doug could go riding," said Steinbrecher. "Today, when Doug got the board, he said, 'Maybe I shouldn't qualify and we can go surfing.'"

Briefly...

In honor of football's AFC Champion the San Diego Chargers, the NCY/Primal Impulse/Yamaha squad, based in nearby Escondido, outfitted team riders **Pedro Gonzalez** and **Mike Metzger** in blue helmets with lightning bolts. The Chargers, who play in Jack Murphy Stadium, wear similar helmets.

Just in case you were wondering, **Jeremy McGrath** isn't the only rider capable of performing his patented nac-nac. Those paying attention to the Saturday afternoon practice session noticed none other than **Mike Kiedrowski** pulling the maneuver over a triple. "I had some friends down here, and they said they heard I was doing it at home," said Kiedrowski, normally known for his lack of flashy antics. "I figured I'd do one for them to show them I could."

Despite the fact that their bikes come standard with Marzocchi conventional forks, Team KTM riders **Tony Amaradio** and **Jeff Dement** have been using inverted WP units in the stadium races. The riders find the stock fork too flexy and soft for supercross, but plan to use the 'Zokes outdoors.

Former 125cc National MX Champion **Ron Lechien** showed up to race at his home track, but crashed on a double jump during practice and broke his left wrist and hyperextended his right knee. Lechien returned from the hospital to watch the race.

South African **Ian Harrison**, mechanic to countryman **Greg Albertyn**, was married to girlfriend **Penny Ralph** on February 6. And where did the sacred, emotional ceremony take place? A drive-through chapel in Las Vegas, of course.

Ezra Lusk was a no-show in San Diego after undergoing arthroscopic surgery during the week. Lusk had hurt his ankle in a crash with **John Dowd** at the Orlando opener, and a bone chip which had been overlooked in the initial diagnosis was recently discovered. "He should be back for Atlanta," said Team Suzuki manager **Roger DeCoster**.

After joking that he had "put him to sleep to end his misery," **Robbie Reynard**'s father/mechanic **Robert Reynard Sr.** reported that his son is healing well from shoulder surgery. The younger Reynard injured the wing in a crash at Orlando, though a faulty job on a previous surgery appears to be the real culprit. "The doctor used a suture that would have been fine for someone normal, but it came untied in the crash," said Reynard Sr. "The guy who did the second job is a sports doctor, and he used some really stiff stuff." Reynard expects to return for the Gainesville, Florida, National MX opener.

To honor the 50th anniversary of the Battle of Iwo Jima, race promoter MTEG staged an impressive opening ceremony, complete with a U.S. Marine Corps marching band, an ear-splitting pyrotechnic display and a re-enactment of the planting of the American flag. For the introduction of **Jeremy McGrath**, the champ was driven into the stadium on top of an armored personnel carrier. The only glitch occurred when the waist-mounted battery pack to McGrath's helmet mic fell off while he was doing a lap for the crowd.

In an embarrassing display reminiscent of **Jean-Michel Bayle**'s years in the U.S., the 34,553-strong crowd **booed** loudly when Frenchman **Frederic Bolley** won the second 250cc semi. When interviewed on the podium, an undaunted Bolley said that he enjoyed racing in the States. Oddly enough, a few boo birds were also heard serenading the normally popular **Jeremy McGrath**.

Like Anaheim, the San Diego race featured an intermission tribute to the legends of supercross. Among those present to be honored were **Jeff Ward**, **Broc Glover**, **Marty Tripes**, **Marty Smith**, **Gary Semics**, **Gary Jones**, **Tommy Croft** and crowd favorite **Rick Johnson**. Swedish GP contender **Jorgen Nilsson**, who was temporarily paralyzed in a crash two years ago, joined several of the other legends in a noticeably un-sedate "parade lap" around the track.

In a deal struck during the week before race day, **Parts Unlimited** signed on to join **Dunlop** as a sponsor for the remainder of the series. Neither company is a title sponsor.

Gatorz sponsored a disco-theme post-race party at a nearby club called The Coach House, and several riders and team members were on hand. One of the few to dress appropriately was **Jeremy McGrath**, who was decked out in a tight shirt and bell-bottomed pants. Most agreed that McGrath, who also had his hair greased back for the occasion, is a better rider than he is a disco dancer.

Greg Albertyn finished 13th in the main after crashing on lap seven. "I went over a jump, and I guess the flag man must have been busy trying to help (Jeff) Dement," said Albertyn. "I couldn't do anything, and I ran right into his bike." After remounting and getting lapped by McGrath, Albertyn speeded up and matched the champ's pace until the finish.

Orlando 125cc winner **Tim Ferry** contested the 250cc class for the second time in his career, but a semi-race crash kept him from qualifying for the main.

Adelanto Grand Prix

Gimme five

By Mark Kariya/Dirt Rider

ADELANTO, CA, FEB. 4-5

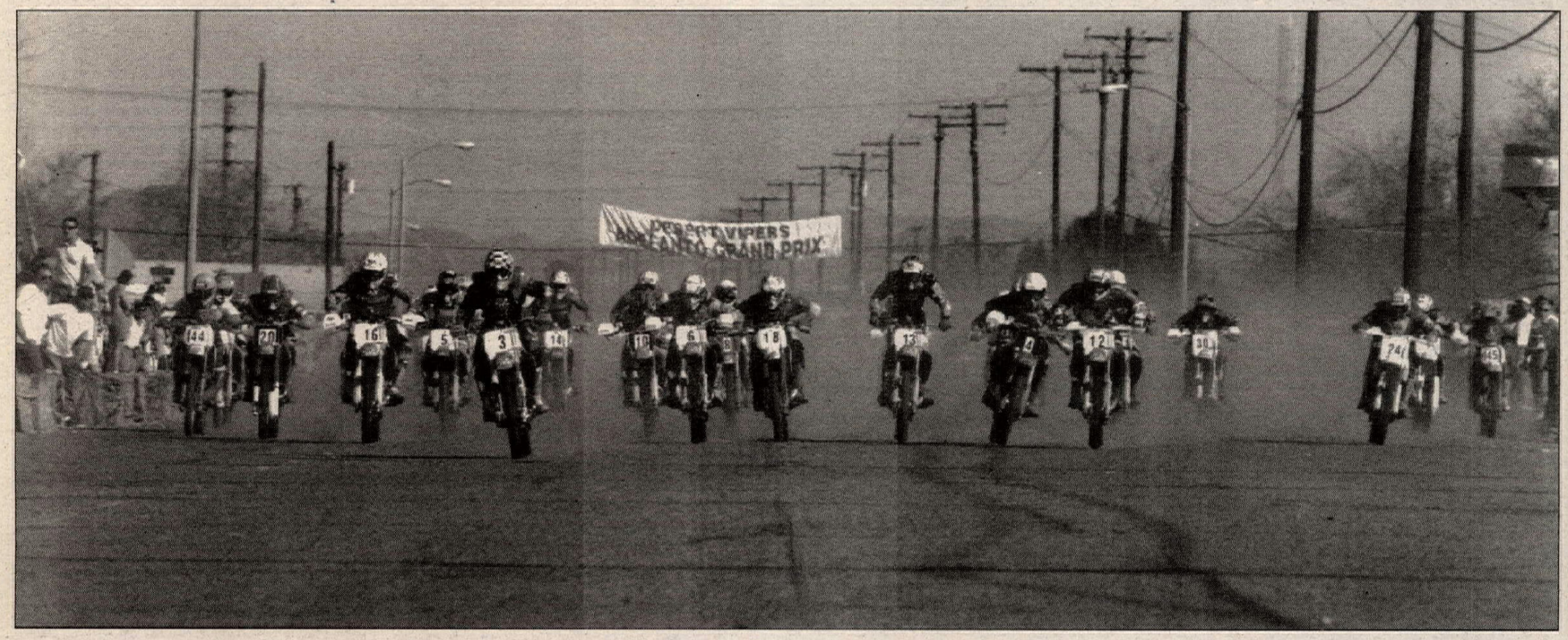
There's a new king in town, and he likes to do things his way. He does most of the work on his bikes himself. He trains the way he feels works best for him. And he likes to ride his own race, not worrying about others.

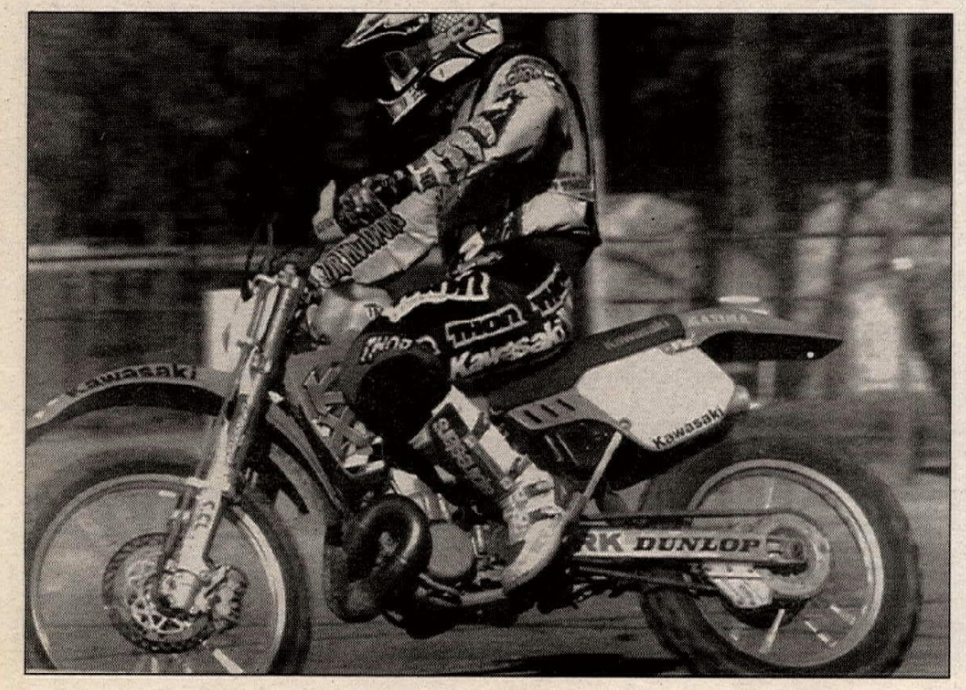
People who live in the desert seem to exhibit that sort of individualism, and Ty Davis is no different. Well, he is faster than most, and he proved that by winning all five classes he entered at the 15th annual Adelanto Grand Prix, put on by the Desert Vipers Motorcycle Club.

"In the 125s I rode my own race," he recounted. "In the 250s I rode my own race. In the 500s I rode my own race. In the Pro race I rode my own race. I guess I rode my own race all weekend. The Four-Stroke (class) was the only race I had to work from behind."

And each race certainly belonged to the Team Green speedster. He'd take the lead almost immediately and, at his pace, simply extend it the whole way. But he didn't win every race. Teammate Danny Hamel started off by stealing the Unclassified event, the first race of the weekend which is simply a heads-up, everybody-welcome sort of deal. "It was actually rougher than (the first race the next morning) because they graded it Saturday night," Hamel said. (Indeed, the city donated two backhoes, a grader and a water truck for use during the weekend, and the grader operator was busy until 2 a.m. Sunday smoothing the entire course).

(Right) Paul Krause won the Vet Expert class and took third in the Pro division. (Below) As always, some of the course runs through the streets of Adelanto. Ty Davis (3) won five classes.





(Left) National Hare & Hound Champion Danny Hamel won the Unclassified race on Saturday and twice finished second place behind Davis.

"Basically, it's a race to go out and familiarize yourself with the course," Hamel explained. "I'm not old enough to ride the Vet race, and my power-to-weight ratio on a 125 isn't too good, so I have to ride Unclassified to learn the track for the Pro race. Of course, by the time I got to the Pro race, everything changed."

That's because several races took place between those first and last events on Saturday. "Rocket" Rex Staten was an easy winner (unofficially) in the Senior/Magnum/Super Senior contest on his Kawasaki KX250, while Kawasaki KX500-mounted Paul Krause aced the Vet Expert/Amateur competition.

Saturday's fifth race (175cc/Women/Minis) was, briefly, a Ty Davis-Larry Roeseler tussle, but Davis quickly steamed away and retained his dignity (see sidebar). "You can never count Larry out; he's Mr. Sneaky. If he's going to win anywhere, it'll be Adelanto," Davis observed.

In the Pro race, Davis had 90 minutes in which to deal with passing people instead of 45 for all other events. "My plan was to follow him (Davis), learn his lines and try to pass him at the end," Hamel said. "I got a good start and then never saw Ty. Larry and I had a good battle for second for a while, though. Ty rode a great race." Krause ended up passing Roeseler for third.

After an action-packed Vintage/Classic/Sidehack race followed by the Kids/Pee Wee moto Sunday, a healthy field lined up for the Four-Stroke/Dual Sport showdown. This

(Left) The traditional water-hole jump claimed many.
(Below) Two-time 250cc World Motocross Champion Heinz Kinigadner rode well but was no match for Davis and Hamel.

time Davis didn't get the start. In fact, he gave up a reported 30 seconds as he struggled to get his Kawasaki KLX650R lit while the second wave prepared to start.

He did get going - last of course - but by the end of the first lap, he'd moved unofficially into fourth. The rest of the race seemed to be a foregone conclusion to everyone but Davis whose bike began blowing oil on the second lap. "My goal was to get by Larry and put as much time on him as possible before I pitted. I was surprised that it lasted the whole race. There was oil all over." To celebrate, Davis treated the crowd to a KLX-style nac-nac over the water jump on the last lap. Honda's Johnny Campbell took the runner-up slot over Brent Avis.

The 250cc race followed, and Davis went back to the get-a-good-start-and-hide syndrome that worked so well for him on Saturday. Krause and Hamel rounded out the top three. Same for the last race of the weekend, the Opens, though second and third this time read Hamel and Krause, respectively. "I finally loosened up and started flowing," Hamel said. But no one flowed as well all weekend as Davis. "I've been looking forward to this race for a long while," said Team Green's Davis. "I couldn't ask for anything better." CN

Adelanto Grand Prix
Adelanto, California
Results: February 4-5, 1995

U/C: 1. Danny Hamel (Kaw); 2. Paul Krause (Kaw); 3. John Harte (Hon).
SR: 1. Rex Staten (Kaw); 2. Bill Maxim (Kaw); 3. David Hersey (Kaw).
VET EX/AM: 1. Paul Krause (Kaw); 2. Mark Haber (Kaw); 3. Rex Staten (Kaw).
VET NOV/BEG: 1. Todd Broussard (Kaw); 2. Bud Lewis (Yam); 3. Keith Hensley (Hon).
175/WMN/MINI: 1. Ty Davis (Kaw); 2. Larry Roeseler (Kaw); 3. Kris Keefer (Hon).
PRO: 1. Ty Davis (Kaw); 2. Danny Hamel (Kaw); 3. Paul Krause (Kaw).
VINT/CLSC/SIDE: 1. Jason Trubey (Suz); 2. Dale Trubey Jr. (Suz); 3. George Pennington (Hon).
4-STRK/D-S: 1. Ty Davis (Kaw); 2. Johnny Campbell (Hon); 3. Brent Avis (Hon).
250: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Danny Hamel (Kaw).
OPEN: 1. Ty Davis (Kaw); 2. Danny Hamel (Kaw); 3. Paul Krause (Kaw).

The bet

Pride is a powerful motivator, and perhaps it's what pushed Ty Davis to his successful weekend at Adelanto. You see, Davis and Kawasaki Team Green off-road supervisor Jose Gonzalez had a wager, but it had nothing to do with money. It was about image, appearances and social stature.

For some time before the Adelanto weekend, Gonzalez had been needling Davis, saying that teammate Larry Roeseler - the old guy - would beat him in the 175cc/Women/Mini race. Davis, the former 125cc supercross champ, naturally dismissed that, so he and Gonzalez entered into a bet. The conditions: If LR beat Davis, the Moose Offroad-sponsored racer would have to affix a reasonable facsimile of moose antlers on his helmet and ride the very next event, the Pro race. Should Davis beat Roeseler, well that was something Ty hadn't declared, but MotoWorld 2's Jerry Bernardo advised that it shouldn't be too degrading for Gonzalez.

Their meeting was the first of the weekend for Davis; LR had competed in the Veteran Expert/Amateur race by the time of their showdown. Davis wasted no time in taking the lead, spurred on by the possible humiliation awaiting him should he lose.

However, he stayed clean out front the whole way - well, *almost* the whole way. On the last lap, victory clearly his, Davis hit the motocross portion of the 11-mile course with its toned-down triple and always-popular water jump. With lappers stymieing his approaches and landings, Davis was forced into half-hearted leaps. "I didn't want to get taken out," he explained.

But as he landed in the water hole, an obstacle he normally cleared with ease and within 100 yards of the finish, the lapper he followed happened to send up a wave of watery mud. Unfortunately for Davis, it was too late for evasive action. "It happened that I got mudded out," he said. However, he also beat Roeseler and couldn't wait to get back to the Team Green camp, pride intact. "I made Jose wipe my boots down and clean 'em in front of everybody," Davis laughed. "I just wish I'd had a camera."

Ty Davis (right) saved face by winning a bet that, had he lost, would've forced him to attach fake antlers to his helmet and wear it in a race later on.

KX125

Winning Combination

Here's a KX125 quote we really like: *"Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."**

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

*February 1994

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

KX80

Good Times Come in Small Packages

Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

Kawasaki ENDURO

Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

SAFE RIDING'S MORE FUN

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized off-road areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

Kawasaki
Let the good times roll.

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Valley Kawasaki
16251 N. Cave Creek Road
Phoenix, AZ 85032
(602) 867-3381 (800) 544-5294

YUMA
Kawasaki of Yuma
2029 Arizona Ave.
Yuma, AZ 85364
(602) 329-9611

CALIFORNIA

PARAMOUNT
Mid-Cities Honda/Kawasaki/Sea-Doo
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Paramount, CA 90723
(310) 531-1225

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Del Amo Kawasaki
1512 Aviation Blvd.
Redondo Beach, CA 90278
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REDWOOD CITY
Redwood City Honda-Kawasaki
2771 El Camino
Redwood City, CA 94061
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Thousand Oaks, CA 91360
(805) 497-3765

VICTORVILLE
Hi Desert Kawasaki
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Victorville, CA 92392
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WHITTIER
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14043 E. Whittier Blvd.
Whittier, CA 90605
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1864 Silas Deane Hwy.
Rocky Hill, CT 06067
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Honda Suzuki Kawasaki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

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Dalton, GA 30721
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Freeport Kawasaki
1682 Rt. 26 N.
Freeport, IL 61032
(815) 235-7549

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1006 S. Walnut Street
Bloomington, IN 47401
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PITTSFIELD
Ronnie's Cycle Sales of Pittsfield Inc.
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Pittsfield, MA 01201
(413) 443-0638

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17416 E. Nine Mile Road
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Hastings, MI 49058
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Lincoln Park, MI 48146
(313) 382-1220

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Michigan Center, MI 49254
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(702) 656-1955

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Las Vegas, NV 89121
(702) 451-1121

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Lodi, NJ 07644
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Point Pleasant Beach, NJ 08742
(908) 899-4050

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Pompton Plains, NJ 07444
(201) 831-1930

RAMSEY
Kawasaki of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

NEW YORK

HICKSVILLE
Long Island Kawasaki/Yamaha
67 N. Broadway Rt. 107
Hicksville, NY 11801
(516) 935-6969

NORTH CAROLINA

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Shelby Motorsports
1715 E. Dixon Blvd.
Shelby, NC 28152
(704) 482-5946

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Columbus, OH 43231
(614) 471-3511

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4810 B. W. Owen K. Garriot
Enid, OK 73703
(405) 242-5292 / FAX: (405) 242-5294

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Beaver Falls, PA 15010
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2568 Rt. 724 P.O. Box 1010
Parker Ford, PA 19457-1010
(610) 495-7122

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Kawasaki Cycle Village
10 Main Street
Clarksville, TN 37040
(615) 552-3593

FAYETTEVILLE
White's MotorSports, Inc.
Fayetteville Kawasaki
2550 Huntsville Hwy.
Fayetteville, TN 37334
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TEXAS

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El Paso, TX 79925
(915) 593-1024

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311 E. Northwest Hwy.
Grapevine, TX 76051
(817) 481-2500

Pro Circuit Suzuki RM125

Learn

(Below) The Pro Circuit Suzuki RM125 project bike is quite a looker. Pro Circuit gave our test bike a complete overhaul - from motor work to suspension modifications - no detail was overlooked.

By Donn Maeda

When the scores were tabulated at the conclusion of our 1995 125cc MX Bike Shootout, the Suzuki RM125 held the dubious honor of finishing last amongst the four Japanese machines in the comparison. And we weren't surprised - throughout the test, each rider was well aware that the RM was their least favorite of the machines. Not that the RM is a bad machine, it just didn't do as much for us as the rest.

In stock condition, we loved the RM's engine. Gone was the top-end motor of '94, and in its place was a revised powerplant that boasted a healthy dose of low-end and midrange power. The RM125 was one of our favorites, as far as engines go.

So, what did we dislike about the little yellow machine? Each and every tester disliked the bike's squatty rear end. Under acceleration, the back of the bike would compress, resulting in a chopper-like sensation. On fast, choppy straightaways, the rear end would pack up and begin to swap, and the bike was less than predictable over square-edged jumps. And even though the Suzuki's geometry should allow it to carve a tight line with the best of them, the saggy rear end made it harder than normal to get the bike's front end to stick.

What else? Well, because of the rear end's tendency to squat, we feel that the Twin Chamber Showa forks were never allowed to perform up to their potential. Testers felt that the forks did a good job of soaking up larger hits, but weren't as pleased with the initial parts of the suspension travel. Most riders' complaints centered around the fork's harsh feel over smaller, square-edged bumps.

Help is on the way

Quick - what is Pro Circuit best known for? For most people, the name Pro Circuit brings to mind images of the Peak/Pro Circuit/Honda and SplitFire/Pro Circuit/Kawasaki 125cc Supercross teams. Diehard moto fans may remember seeing a Pro Circuit pipe on multi-time Supercross and National MX Champion Rick Johnson's factory Honda, and a few may even remember when Pro Circuit produced the industry's best-selling Husqvarna pipes.

Okay, so the Pro Circuit name is most often associated with Hondas, Kawasakis, and at one time - Husqvarnas. But what about Suzukis?

"Everybody knows that we modify Hondas and Kawasakis," said Mitch Payton, owner and founder of Pro Circuit. "But most people don't realize that we have some good mods for Suzukis and Yamahas also."

Last year, the Anaheim, California, performance shop sponsored Suzuki rider David Pingree who, in finishing fifth overall, was the 125cc Western Regional Supercross Series' top-performing privateer. This year, Pingree has graduated to the SplitFire/Pro Circuit/Kawasaki team, but will no doubt remember the potent Pro Circuit RM125 that helped him earn his '95 ride.

"Okay Mitch," we said. "Build us a Pingree replica."

It was only a matter of days before our once mild-mannered Suzuki RM125 was transformed into a full-blown Pro Circuit racer, and we were quite pleased to find that the worked-over machine performed as well as it looked.

Let's start with the engine. Under Payton's watchful eye, Buddy Morgan took to our cylinder and head with his porting tool in search of more oomph in the middle and top of the powerband. Pro Circuit feels that while the Suzuki has good low

end, it could use more overrev. In order to make the most of the cylinder and head modifications, Pro Circuit split the RM's cases and matched all of its surfaces. In addition, Pro circuit cut 15mm off the stock reeds in order to stiffen them up and improve throttle response. A super-trick carburetor vent kit was installed on the rejetted Keihin (172 main, 52 pilot, 1469 needle at 2nd clip, air screw 1 1/2 turns out), that includes T-fittings, hoses and a sano aluminum canister that prevents water from entering the carburetor during washings. A Pro Circuit Works Pipe and Factory Sound Silencer round out the engine package.

Suspension mods were next on the agenda, and that's where Jim "Bones" Bacon stepped in. Bones simply nodded and smiled when we complained about the saggy-feeling rear end, then assured us that he could remedy the problem.

The first thing Bones did was replace the wimpy stock 4.8 shock spring with a beefier 5.2 unit. Next, Bones dug into our stock valve stack and tightened up the "loose" initial settings. With the sag set at 95mm, we found that the shock worked best with the compression set at 12, and the rebound set at eight.

Up front, Bones felt that the stock .38 springs were sufficient, and relied simply on a few minor valving changes. Oil height was set at 140mm, and after trying several different settings, we settled on compression at 10, and rebound at 14.

With the two most important ingredients - the motor and suspension - handled, Pro Circuit directed their attention to the rest of the machine. Ask yourself, what *really* sets a trick bike apart from the rest? Attention to detail. In addition to offering a wide selection of hop-up services, the Pro Circuit showroom also stocks a complete line of accessories. One stop is all any wannabe racer needs to make.

The stock steel handlebars were pitched in favor of a pair of Renthals, as was the stock rear sprocket for a 51-tooth Renthal piece. Medium compound half-waffle Renthal grips were mounted on the bars.

A pair of extra-wide Pro Circuit footpegs replaced the wimpy stockers, and a one-piece aluminum handlebar clamp replaced the two stock clamps. In addition to providing greater strength and rigidity, the one-piece clamp keeps the bars from twisting in minor tip-overs.

A Works Connection stadium skid plate and frame guards were bolted onto the chassis, and a Pro Circuit Ceet cover and graphics kit rounded out our replica racer.

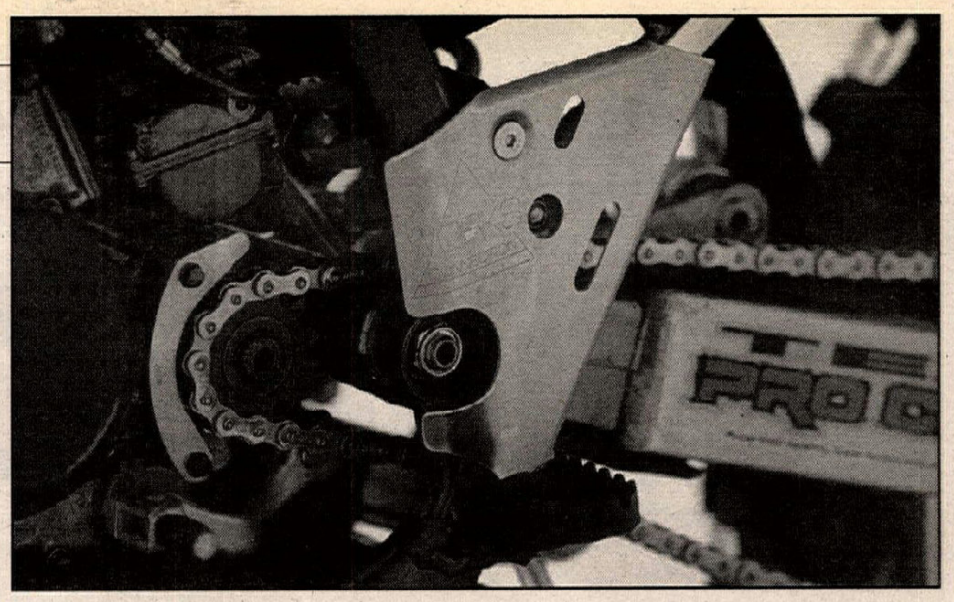
RIP AND TEAR

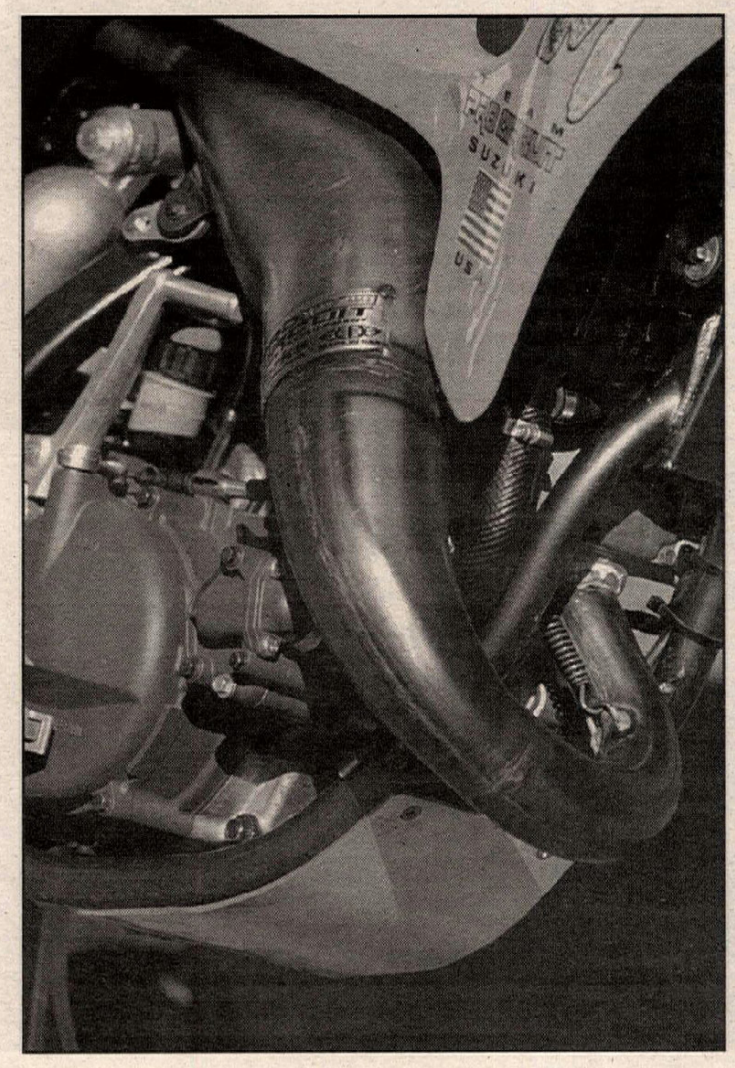
Once we wiped the drool from our chins, we were anxious to take to the track aboard our "Pingree Replica." From the moment we first fired up the bike, it was crystal clear that this was not the same machine we had handed over to Payton a few days earlier. Even in the pits, throttle response was incredible - the bike revved quicker and much cleaner than it had in stock condition, and the bark emitted from the silencer sent chills up and down our spines.

Though the name "Banshee" is already taken by Yamaha's performance ATV, such is the best way to describe how the Pro Circuit RM125 feels on the track. The bike is an absolute screamer. We were concerned that the nice burst of low-end power would have been lost, and were relieved to find it still intact. Hit the middle of the powerband, though, and things really start to change. The RM has an incredible midrange surge of power that pulls well into the upper limits of the rpm range.

In the 125 class, the Honda CR125 engine is the standard by which all others are judged. A stock CR? No comparison. The PC RM is one of the hardest-hitting, yet easy-to-ride modified 125s that we've ever ridden. Unlike some hot-rodded tiddlers, the RM is easy to keep on the pipe, and doesn't require a pro rider in the cockpit.

But don't even think about running pump gas in this baby. We made that mistake and promptly blew the bike to bits. Sorry, Mitch. Luckily, Payton was generous enough to rebuild our scooter, and we've been good boys ever since.



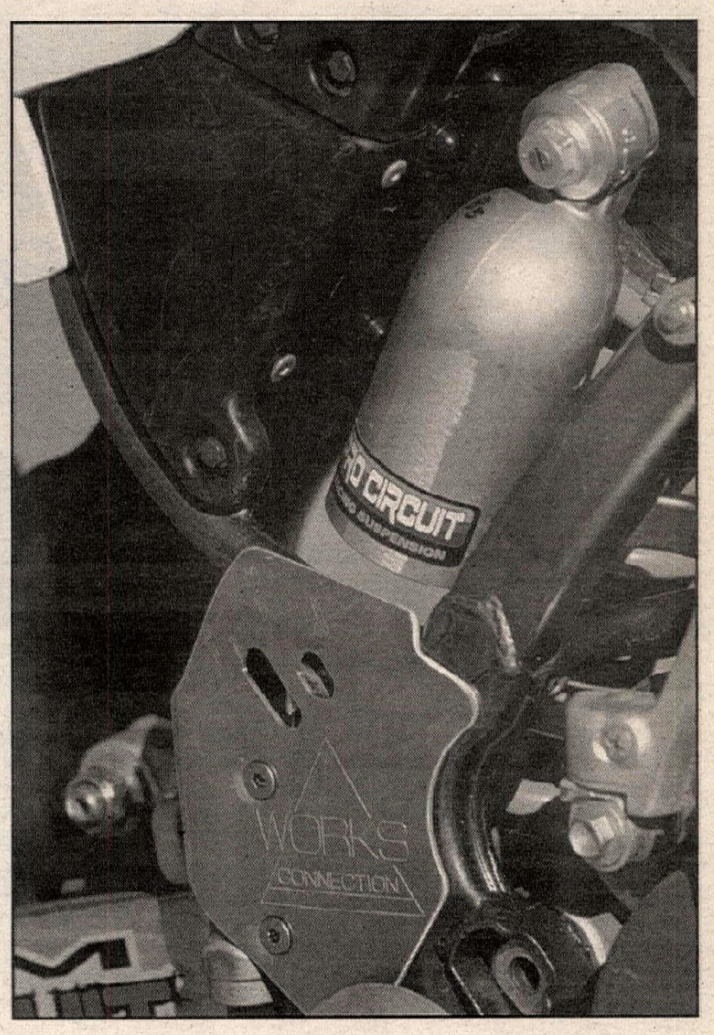


(Above) Pro Circuit stocks a full line of Works Connection aluminum accessories. (Left) The Works Exhaust Pipe is available in both the traditional unpainted (shown), and a new platinum series version.

Look at it this way - if you're willing to fork out several hundred dollars for high-performance engine mods, isn't it worth the three bucks a gallon to maintain your bike's added muscle?

Though it required a bit of experimentation, we were able to completely dial in the PC-modified suspension. Bones worked magic inside of the Showa shock, and the tendency to sag under acceleration was completely eliminated. Thanks to the addition of the stiffer spring and tighter valving, the shock is allowed to ride higher in its range of travel, and in turn provide a plusher ride over the small stuff. Hard landings pose no threat to the rider, as the stiffer settings gobble up even the largest of hits with the heaviest of riders aboard. No, no one on our staff is a supercross racer, but the bike performed admirably at every "local" track that we visited.

Thanks to the much-improved rear suspension action, more attention could be diverted to the performance of the front Showa forks. We never had any real complaints about the stock forks, but then again - we were never really able to see how they worked because of the horrid rear end. We are curious to see how the stockers would perform when mated with the PC-modified shock, but short of ordering up a new set of stockers or having Bones revalve our forks back to stock settings - it would be impossible to find out. But why worry? We found the revised settings to be to our liking right from the start. We ended up stiffening up the compression one click to better match the stiff rear end, but all in all - the bike is very well-balanced. No, our RM hasn't been transformed into a yellow Yamaha YZ, but it is definitely as stable as an RM can get.



(Right) Jim "Bones" Bacon worked magic inside our RM125's Showa shock. The once soft and saggy unit was transformed into race-ready condition. The rear end tracks straight and true.

As for the rest of the machine, what can we say? Anyone who takes a good look at the photos can see that the bike was almost too pretty to ride. But how do you test a skid plate? Purposely case it over a double? Thanks, but no thanks. As far as fit and quality of construction, it's hard to fault any of the products that Pro Circuit added to our machine. The wider footpegs are a godsend upon hard landings, and we're sure that the skid plate has spared us a trip or two over the bars. The Renthal handlebars delivered the expected smooth ride, and as always, we loved the half-waffle-style grips.

Without a doubt, the Pro Circuit Suzuki RM125 is one of the most impressive 125cc project bikes we've ridden to date. In stock condition, the RM was the least favorite among the testing staff, but is now the most sought-after machine in the entire MX loan pool. To say that the stock RM has potential would be an understatement - all it needs is a little TLC.

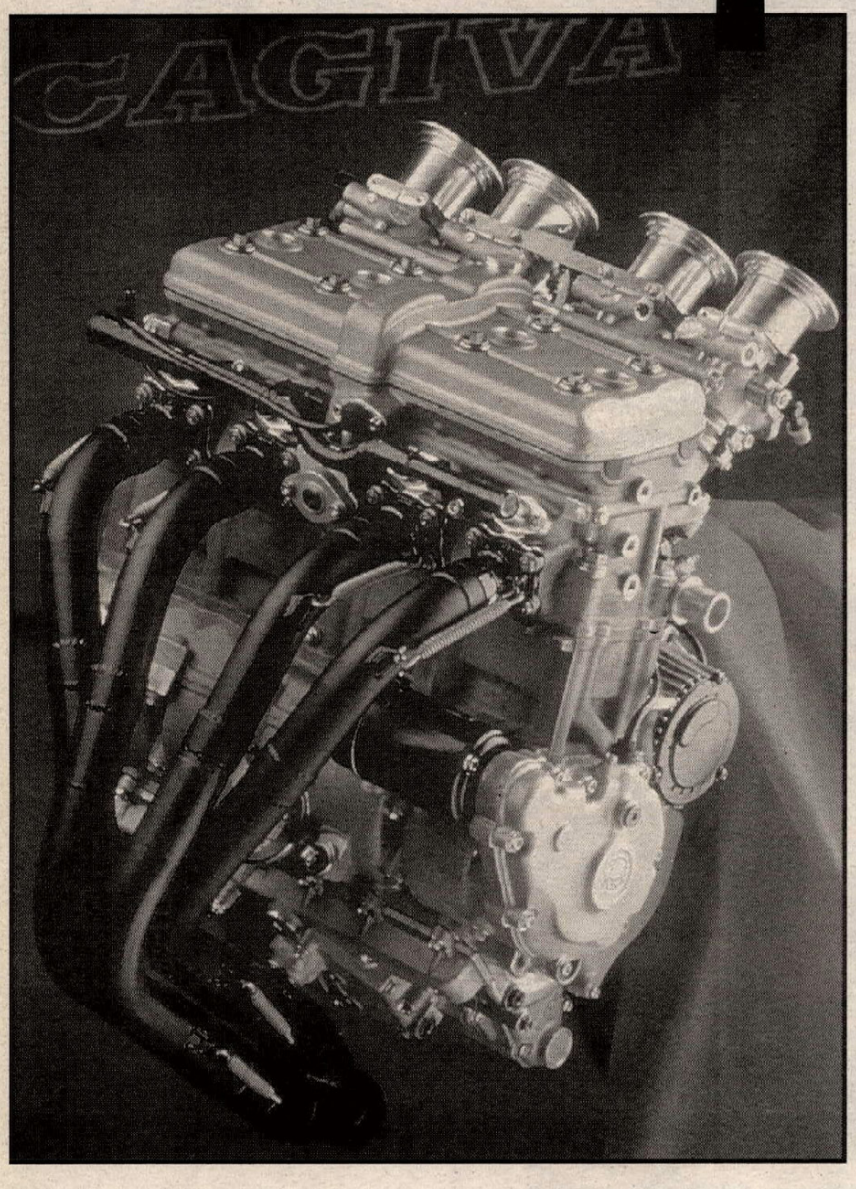
Pro Circuit may be reached at 4214 E. La Palma Avenue, Anaheim, CA 92807, 714/993-5400. CN

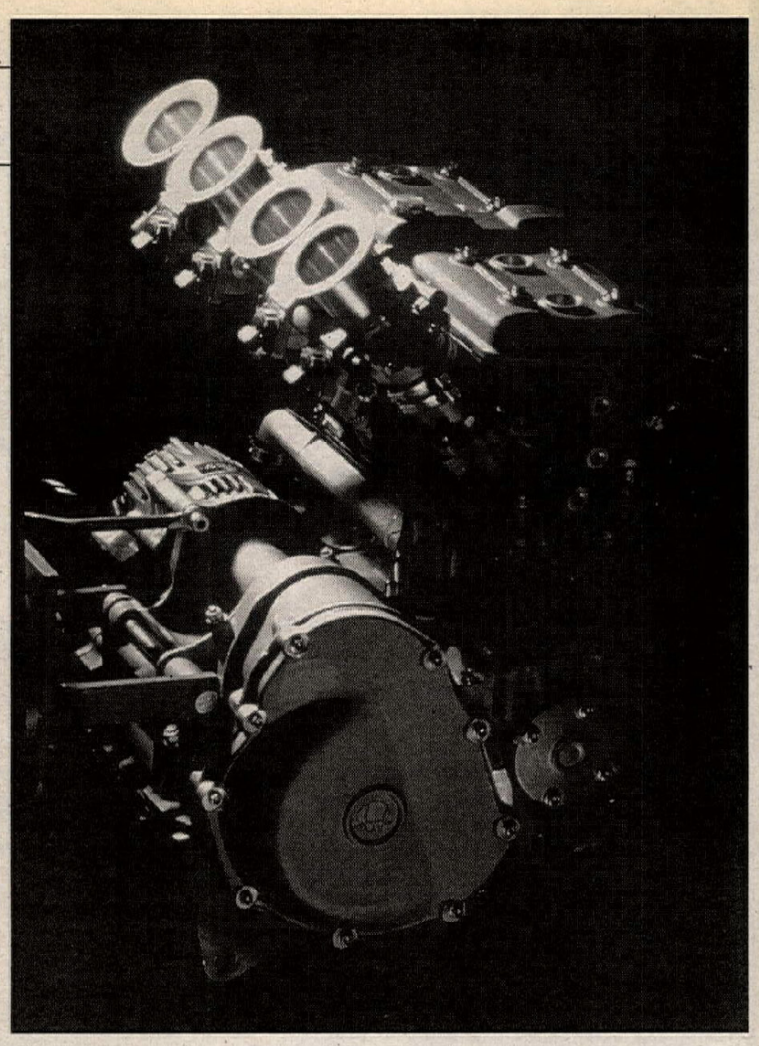
What they cost

Works Pipe	$179.95
Factory Sound Silencer	$73
Porting and Head Mods	$260
Split Cases	$210
Match Cases	$90
Fork Revalve	$135
Shock Revalve	$135
Carburetor Canister Vent Kit	$36.95
Suzuki Bar Clamps	$59.95
Aluminum Frame Guards	$49.95
Aluminum Skid Plate	$61.95
Twin Air Filter	$24.95
Wide Foot Pegs	$99.95
Renthal Handlebars	$69.95
Renthal Grips	$8.95
Pro Circuit Ceet Cover	$55.95
Pro Circuit RM Sticker Kit	$40

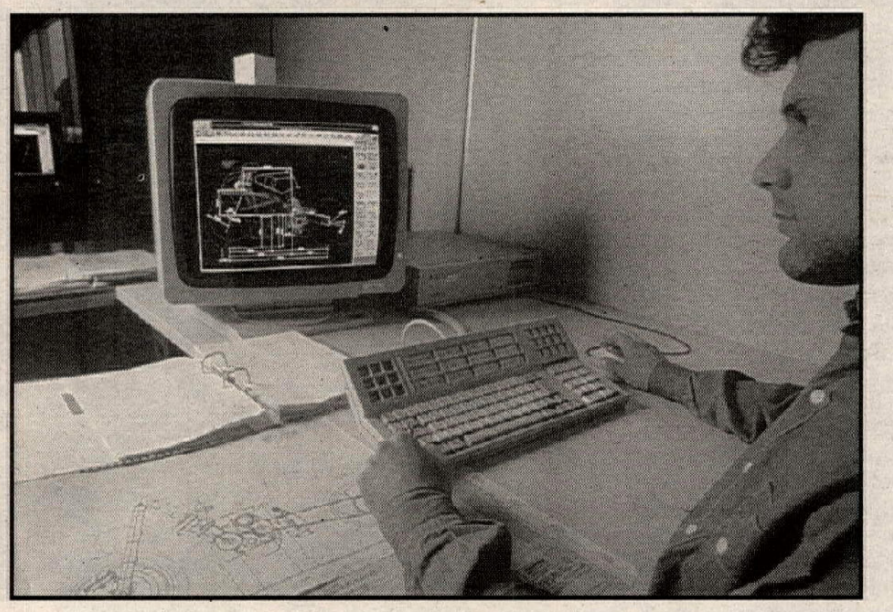
Cagiva's 750cc F4 Superbike

Power play





Cagiva's Ferrari-designed in-line four-cylinder will be the first 750cc motorcycle powerplant with such architecture to come from Italy since the glory days of MV Agusta. Power production is substantial, already having produced 130 bhp on factory dyno runs.



By Alan Cathcart

There are no prizes for guessing what prompted Cagiva to release these first official photos of their 750cc four-cylinder superbike engine, on which the Italian factory's technical staff has been working wide-open, ever since they stopped development work back in July last year on the Italian company's bright-red 500cc V-four two-strokes.

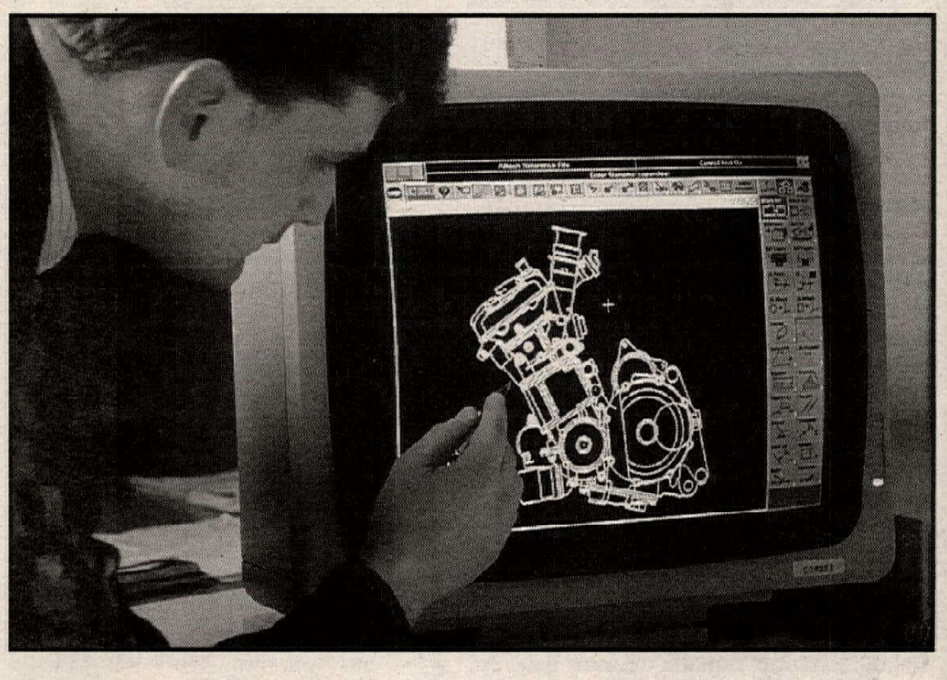
Their bitter rivals Aprilia scored a major publicity coup by actually displaying their prototype superbike motor, a Rotax-built V-twin, at the Bologna Show last December. Now, though Cagiva design chief Massimo Tamburini is still hard at work finalizing the chassis design of the first European 750cc four-cylinder motorcycle to be built since the MV Agusta glory days 20 years ago, prior to its launch at the Milan Show in November, Cagiva has been spurred to show us the final preproduction version of an engine which has been under development since 1988.

That was the year that Cagiva bosses Claudio and Gianfranco Castiglioni teamed up with their close friend Piero Ferrari - son of Ferrari owner Enzo - to develop a four-cylinder motorcycle engine incorporating some aspects of Formula One technology borrowed from the works Ferrari racing car engines. Cagiva's collaboration with Piero's Ferrari Engineering company has seen many concrete results since then, most notably the carbon-fiber chassis Ferrari designed for the 500cc Cagiva GP bike in 1990, or the carbon swingarms John Kocinski raced with in '93 and '94. But the four-cylinder four-stroke engine has seen many different versions built over the past six years, each incorporating radical design aspects which distinguished the concept from the universal Japanese motorcycle in-line-four design, but which have largely been discarded in the final version pictured here.

These changes are reputed to have included a reversed cylinder head with forward-facing inlet and rear-facing exhausts (rejected because of the difficulty of installing an airbox, as well as optimum exhaust length); variable valve timing; five valves per cylinder; and, most remarkably, offset cylinder bores to reduce engine width as much as possible, resulting in what was effectively a very narrow-angle (about 15 degrees) V-four.

The final F4 (Ferrari four-cylinder/stroke) Cagiva superbike engine shown here embodies none of these radical - in two-wheeled terms - design features, but it does have specifications differing in several key areas from the products of Japan, Inc.

Unlike any of its current four-cylinder rivals, the Cagiva F4 is dry-sumped,



indicating its racing heritage, uses Weber/Marelli electronic fuel injection, and has four radial valves per cylinder, with double overhead camshafts driven by a centrally located chain. Ferrari Engineering's contribution to the design is understood to relate mainly to the cylinder head, whose radial valve layout follows current Ferrari F-1 race engine practice.

Interestingly, Ferrari is known to have experimented with desmodromic valve gear on their F-1 engine two years ago, but it's not known if the F4 two-wheeled design ever shared this design feature with its Ducati cousins in the Cagiva group. And judging by the relatively shallow rocker boxes, it certainly doesn't have it now because there's no space for all the extra rockers needed. However, the forward tilt to the cam cover seems to indicate longer intake

valves as a means of increasing the downdraft of the injector stacks: Compared to the CAD drawing on the CDU screen in one of the photos, the finished version has less downdraft but will be easier to mount in the chassis with optimum airbox design.

Cagiva has declined to give any details about the engine's specifications, but it is known that two versions of the compact, water-cooled, in-line-four-cylinder design exist at present, one measuring 748cc and the other 846cc, but destined in due course to be bored or stroked to a full 900cc (actually, most probably 920cc) to give Honda's CBR900 a wake-up call. With racing success in the superbike class a main priority, development is currently concentrated on the 750cc version, which in street form - with air-cleaners but open exhausts - is understood to be delivering just over 130 bhp at 14,000 rpm.

Cagiva Group technical director Riccardo Rosa - a former Ferrari engineer who ironically worked on the bike-engine project while he was still with the car company back in 1989 - says that in racing form he's hoping for 155 bhp at the rear wheel, still at 14,000 rpm, in order to be competitive. Given the fact that the engine is understood to have a large bore and very short stroke (such as 74.4 x 43mm), it seems likely this may be a diplomatic smokescreen: In racing form, it's understood that Cagiva is looking at 15,000-plus-rpm engine speeds, and are aiming for the 160-bhp mark - though they haven't gotten there yet.

Cagiva originally intended the F4 engine to power a low-volume, expensive hypersports bike, aimed at giving the kind of prestige to the marque's street products that its GP racers had obtained on the track, as the only European make to challenge the Japanese 500cc teams. But the game plan has changed radically, and now it's intended that the F4 concept should sire a family of engines of different capacities and performance, including an air/oil-cooled carbureted two-valve version to power a four-cylinder Zephyr-style retro-type Naked Bike. The water-cooled four-valve version will be used to build a range of Cagiva four-strokes, including a tourer, sports tourer and Bimota Mantra-style "fashion" bike, as well as the 750cc superbike and 900cc hyperbike.

Meanwhile, the prototype which I was the first to photograph back in 1992 when I surprised it on a test run on the Bologna autostrada, with its Deltabox-style chassis and Mito-esque styling, will bear little resemblance to the final version of the F4 Superbike when it's launched at Milan, since Tamburini is believed to have chosen to use a Ducati-type tubular-steel spaceframe, to retain the "family" style and differentiate the bike from its Japanese competitors.

Come the opening of the Milan Show in November, we shall see - though in the meantime, the rumors that Cagiva plans to debut the bike in the prototype class of the Bol d'Or 24 Hours in September grow stronger. With success in the World Endurance Championship Cagiva's top priority for the new bike - as well as victory in the Suzuka 8-Hour on Honda's home turf, which they feel their Ducati 916 World Superbike Champion would be unlikely to achieve - that scenario seems quite probable.

But will it have *Il Cavallino* - the legendary Ferrari prancing horse emblem - on the fuel tank next to the Cagiva name, to match the Castiglioni family's elephant emblem on the crankcases? Place your bets... CN

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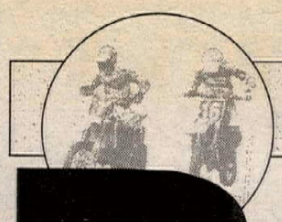


MOTOCROSS
CMC/Velvetouch Golden State Nationals

Round 3: Barona Oaks Raceway

Dogger déjà vu

Ron "The Dogger" Lechien gave a good account of himself at Barona Oaks Raceway, bagging overall wins in the 250cc and Vet Pro classes with 2-1 moto scores in each.

By Scott Hoffman

RAMONA, CA, FEB. 5

Flying around the track like it was 10 years ago, former 125cc National MX Champion Ron "The Dogger" Lechien rode to victory in the 250cc and 25+ Pro classes during round three of CMC's Velvetouch Golden State Nationals. Lechien fought a mean battle in both classes with world GP contender Bader Manneh.

With series points battles becoming more and more intense, racers traveled south to one of California's oldest racing facilities, Barona Oaks Raceway.

Travis Preston nailed the start of the first 250cc moto, but Lechien was right there to quickly snatch away the lead. Preston was left to battle with Manneh and Spud Walters. Walters put the pressure on Manneh early and took over the third spot during the opening lap. Walters looked as if he was on the move, but he was never a threat for the lead.

As the laps continued, Manneh found a second wind and started to make his move, first picking off Walters and then going after Preston. Preston was no match for Manneh, who slingshotted by to pressure the leader. With only a few laps remaining, Manneh was all over Lechien, dogging his every move.

"I just rode my own race and waited for a place to make the pass," said Manneh. With two laps remaining, Manneh found the hole he was waiting for and moved into the lead. He took the win over Lechien and Walters.

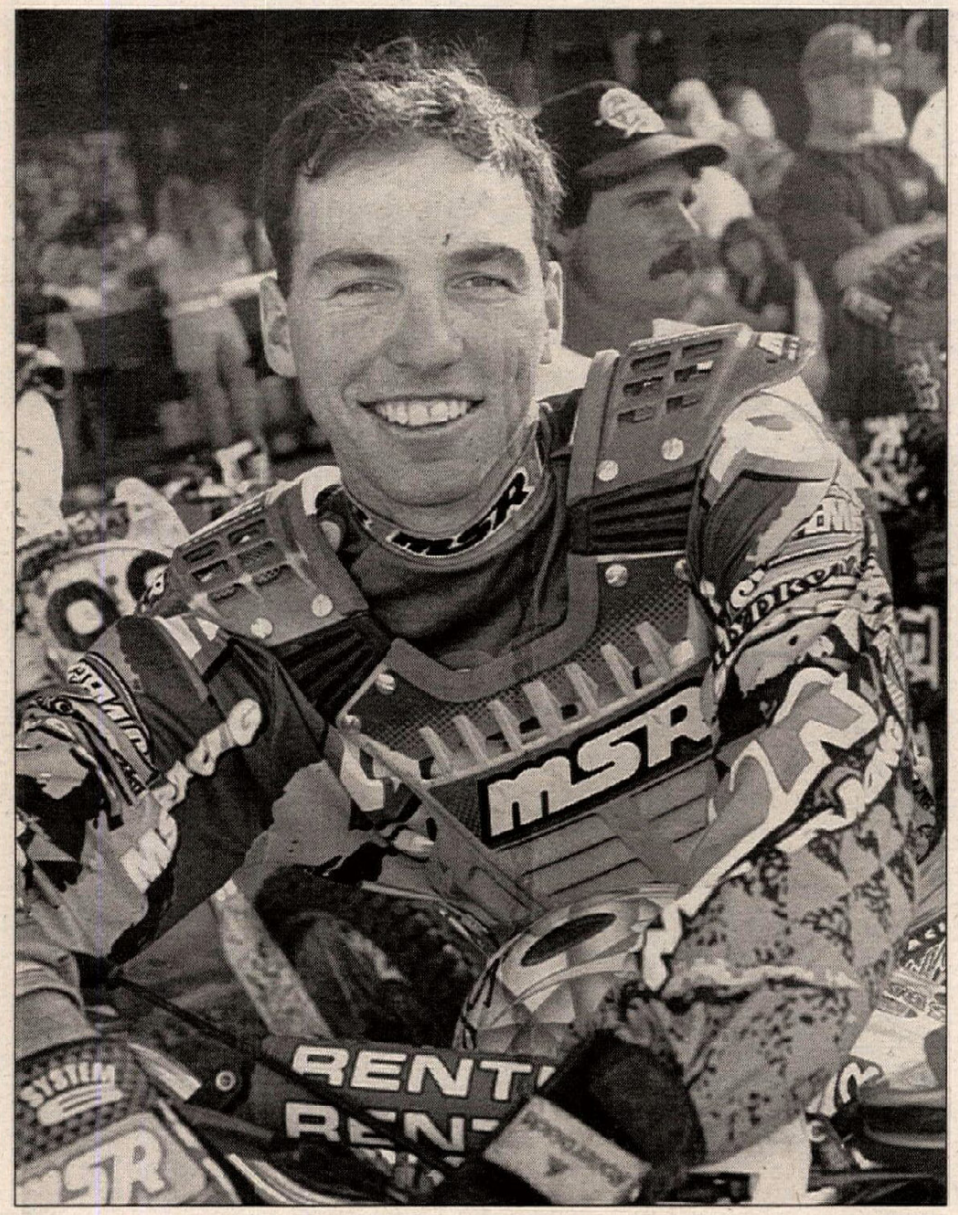
In moto two it was Manneh with the holeshot, while Lechien quickly displaced Tony Suiek for second. Lechien looked as if he had his work cut out until Manneh caught a rut and crashed. Manneh quickly recovered, but Lechien was already counting his cash.

"I'm leaving for Europe tomorrow, and the last thing my sponsors wanted was for me to get hurt," said Manneh. "Luckily my crash was minor and I didn't get hurt."

After a sixth-place, first-moto finish, Anthony Pocorobba was on the gas and took the second spot following Manneh's misfortune.

In the 25+ Pro division, Lechien and Manneh went at it a second time. Manneh trailed Lechien during the entire first moto until he made a last-lap/last-turn pass to take the lead. In the second moto Manneh led early on, but Lechien roosted his way past to take the lead and never looked back. Manneh tried to repeat his pass attempts of the first moto, but Lechien rode a strong race to hold on.

The 125cc Pro action saw Walters ride two impressive motos to capture the overall. Chris Wheeler led the entire first moto, with Walters trailing in second. In the second outing it was all Walters, who pulled the holeshot and rode his own race.



Spud Walters swept the 125cc Pro class with a pair of moto wins.

"Once I was out front I just rode my own race and never looked back," said Walters.

In the screaming mini ranks, Bryan Jaramillo finally put two good motos together to grab the win in the 80cc (7-11) class. Jaramillo finished the first race in the runner-up spot behind Emitt Kling, who led the first moto from the start. When the gate dropped for the second moto, Jaramillo came out swinging, quickly putting a gap on Kling. Kling tried to close the gap, but a determined Jaramillo scored the long-awaited overall.

In other race action, Ryan Pursley had a knock-down-drag-out brawl with Jon Levey to win the 250cc Junior class. Levey and Pursley swapped positions back and forth during the first moto until the pace got to Levey. During the last laps, Levey slowed slightly but was able to hold off the charge of Craig Monty. In the second moto, Pursley and Levey were at it again until the two riders touched in the air and Levey went down hard. With Levey out, Monty took over the second spot. At the finish it was Pursley, Monty and Mark Workentine. CN

Barona Oaks Raceway
Ramona, California
Results: Feburary 4, 1995

P/W BEG: 1. Chris Moore (Yam); 2. Chase Takscs (Yam); 3. Matt Contrera (KTM); 4. Marc Armerister (Suz); 5. Taylor Gilmore (Yam).

P/W JR: 1. Chris Nihan (Yam); 2. Ryan Roybal (Yam); 3. Ricky Hemme (Yam); 4. Mark Atkins (Yam); 5. J.J. None (Itj).

60 (0-8): 1. Kyle Partridge (Kaw); 2. Chris Nihan (Kaw); 3. Ryan Beat (Kaw); 4. Paul Pearcy (Kaw); 5. Joshua Grant (Kaw).

60 (9-11): 1. Jesus Casillas Jr. (Kaw); 2. Joshua Hansen (Kaw); 3. Jimmy Nelson (Kaw); 4. Daton Beavers (Kaw); 5. Daryl Ecklund (Kaw).

80 BEG: 1. J.R. Thompson (Kaw): 2. J.R. Terry (Suz); 3. Matt Condon (Yam); 4. Zachary Goslaw (Yam); 5. Steven Price (Kaw).

80 (7-11): 1. Bryan Jaramillo (Kaw); 2. Emitt Kling (Suz); 3. Justin Mace (Hon); 4. Ross Garcia (Yam); 5. Bryan Allen (Suz).

80 (12-13): 1. Billy Payne (Kaw); 2. Bryan McGavran (Hon); 3. Sean Hamblin (Yam); 4. Jonathan Shimp (Suz); 5. Thomas Bucence (Suz).

80 (12-16): 1. Billy Payne (Kaw); 2. Sean Hamblin (Yam); 3. Bryan McGavran (Hon); 4. Brian Sweaney (Yam); 5. Monte Montague (Hon).

125 BEG: 1. Andrew Labrador (Suz); 2. Craig Halverson (Suz); 3. Jon Harstman (Hon); 4. Keven Royal (Hon); 5. Jason Howard (Kaw).

125 JR: 1. Danny Montoya (Suz); 2. Branislan Loj (Kaw).

125 INT: 1. Terrance Malan (Suz); 2. Gabe Bolicvar (Hon); 3. Ryan Clark (Suz); 4. Casey Lytle (Hon); 5. John Emenson (Suz).

125 PRO: 1. Spud Walters (Suz); 2. Jeff Willoh (Kaw); 3. Chris Wheeler (Suz); 4. Anthony Pacorobba (Suz); 5. Michael Brandes (Kaw).

250 BEG: 1. Jim Elkins (Suz); 2. Darren McMillen (Hon); 3. Kevin Coleman (Suz); 4. Tracy McMillen (Hon); 5. Jeff Serfert (Hon).

250 JR: 1. Ryan Pursley (Kaw); 2. Craig Monty (Kaw); 3. Ryan Workwntine (Kaw); 4. Justine Osborne (Kaw); 5. Brent Milan (Yam).

250 INT: 1. Tyler King (Yam); 2. Erik Vallejo (Kaw); 3. Casey Lytle (Hon); 4. Pat Foster (Kaw); 5. Joe Ryan (Suz).

250 PRO: 1. Ron Lechien (Yam); 2. Bader Manneh (Hon); 3. Anthony Pocorobba (Suz); 4. Chris Larsson (Hon); 5. Spud Walters (Suz).

500 AM: 1. Dan Walsh (Hon); 2. Brad Cameron (Hon); 3. Hans Vanderwall (Kaw); 4. Gary Doggett (Yam); 5. Jon Hall (Kaw).

UTH AM: 1. J.J. Petchel (Hon); 2. Shawn Howard (Kaw); 3. Craig Monty (Kaw); 4. Giovanni Spinnalli (Yam); 5. Bob Proda (Kaw).

UTH MSTR: 1. Dan Berg (Hon); 2. Darren Hoeft (Suz); 3. Frankie Brundage (Kaw); 4. John Beliste (Hon).

VET BEG: 1. Kirk Chapman (Yam); 2. Jim Blankenship (Hon); 3. Robert Allen (Hon); 4. Manual Labrador (Suz); 5. Jim Binette (Hon).

VET JR: 1..Bob Prida (Kaw); 2. Kevin Brown (Hon); 3. John Turner (Suz); 4. Hans Vanderwaal (Hon); 5. Phillip Mitchell (Suz).

VET INT: 1. Don Connerly (Suz); 2. Ship Godiney (Suz); 3. Scott Wilkinson (Yam); 4. Steve Plattoni (Suz); 5. Jerry Jackson (Kaw).

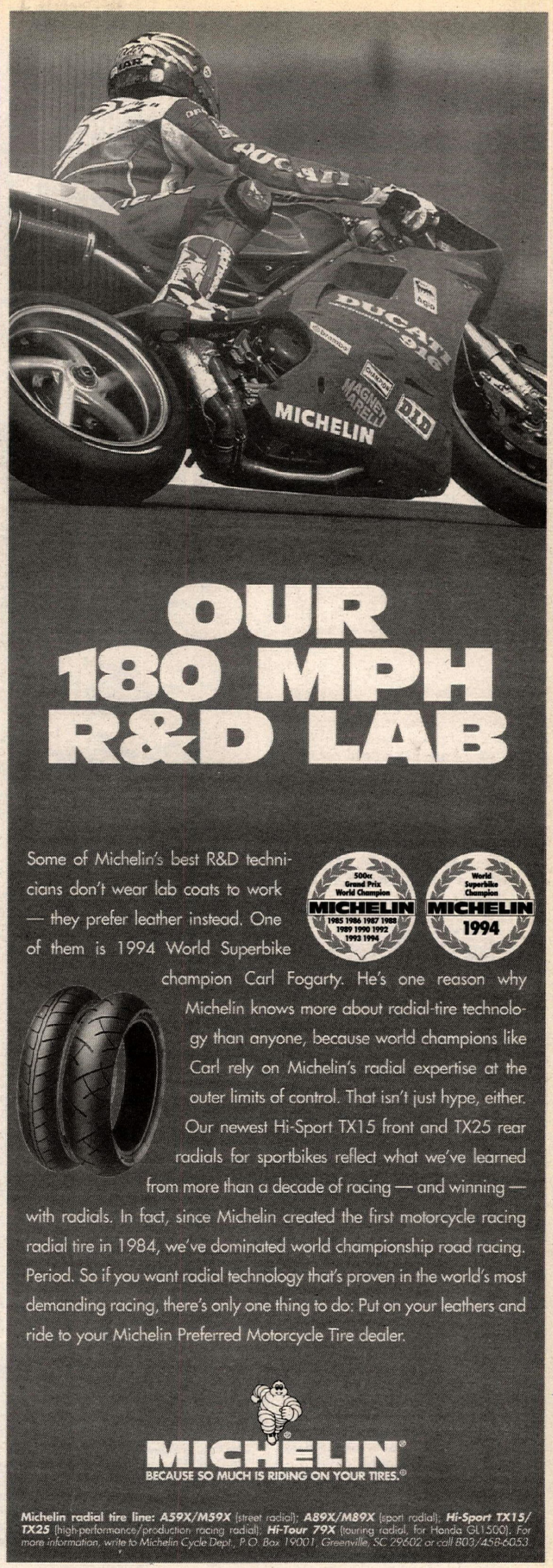
VET MSTR: 1. Dan Berg (Yam); 2. Martin Klossner (Yam); 3. Greg Young (Suz).

VET PRO: 1. Ron Lechien (Yam); 2. Bader Manneh (Hon); 3. Gregg Dungan (Hon).

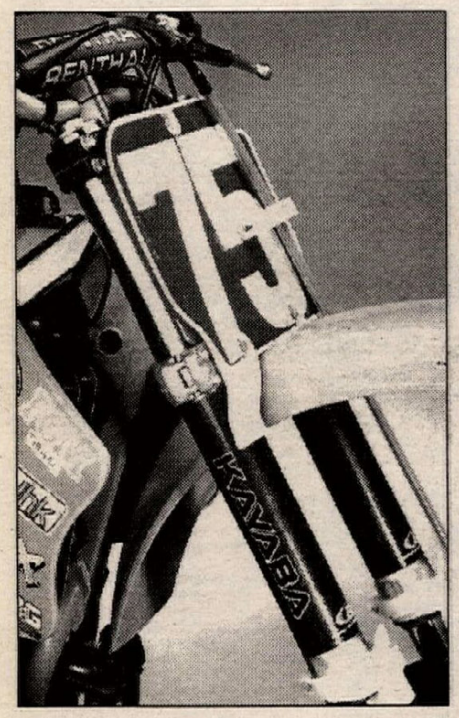
O/T AM: 1. Gary Yearsley (Yam); 2. Del Ochelther (Suz); 3. Joe Sterns (Hon); 4. David Chum (Suz).

O/T MSTR: 1. Gary Doggett (Hon); 2. Alex Kert (Yam); 3. Jim Bece (Kaw); 4. Lars Larson (Hon); 5. Gregg Hunber (Yam).

Upcoming Rounds:
Round 4 - Palmdale, CA, February 19



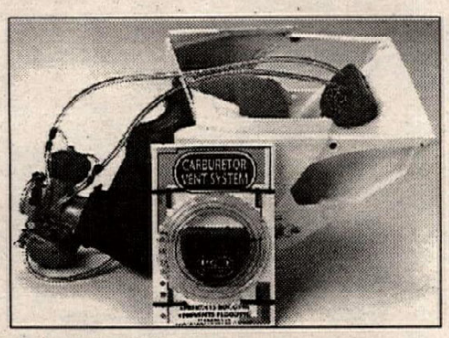
NEW PRODUCTS



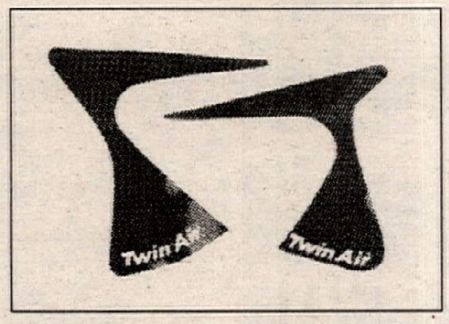
ANTI-ROOST TUBES
If you are looking for a way to save your expensive fork tubes from dings or dents from flying roost, then you might want to take a look at Berg Racing USA's **Carbon Fiber/Kevlar shields**. Used by top U.S. National and World Grand Prix riders, the shields are available for Kayaba (shown), Showa and White Power forks in black Carbon Fiber weave or gold/black Carbon Kevlar hybrid weave. Each set includes colorful purple/white Kayaba decals and orange/white Showa decals, or the tubes can be left plain for WP and universal applications. Suggested retail price for the Carbon Fiber shield set is $44.95, and $45.95 for the Carbon Kevlar shield set. For more information contact Berg Racing USA, Dept. CN, 2203 Rosewood Ave., Santa Ana, CA 92706, 714/543-1972.

DIAL THAT CARB
The **Factory Titanium Pro Jetting Kit** utilizes on-track racing and performance testing by pro-caliber riders to arrive at proper jetting requirements. The kit provides you with a complete jetting recalibration setup, including adjustable titanium slide needles, different low-speed air jets, a selection of main jets, and recalibrated CV throttle slide springs, together with installation instructions and a baseline setting for your particular bike. But Factory's assistance doesn't stop there. Also included in the kit is a toll-free phone number that you can call with any questions regarding your application. Tuning specialists will access Factory's own testing data to help you dial in your bike. Available for most current Japanese sportbikes, the Factory Titanium Pro Jetting Kit retails for $129.95. For more information contact Man-A-Fre, Dept. CN, 5076 Chesebro Rd., Agoura, CA 91301, 818/991-6689.

SILKY STOPPERS
S.K. Wellman has produced **Velvetouch high performance brake pads** for off-road riders in search of more efficient braking. The manufacturer claims that extensive motocross testing has produced pads that deliver the highest possible coefficent of friction for exceptional stopping power, wet or dry, requiring less effort at the lever. Velvetouch pads are available for all popular dirt bike applications with retail prices begining at $23.95. For more information contact S.K. Wellman, Dept. CN, 6180 Cochran Rd., Solon, OH 44139, 800/234-9558.

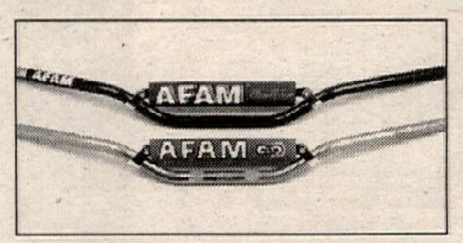


VENT YOUR FRUSTRATION
PC-1 Racing has introduced its **CVS 2 carburetor vent system** for 1995 motocrossers that suffer bogging due to a lack of ventilation. The CVS 2, which fits on the '94-'95 CR125/250, '95 Kawasaki KX125/250 and '95 Yamaha YZ125, prevents dirt from plugging the carburetor vent lines by reducing the number of lines that hang below the frame. T-vents route the vent lines into a replaceable filter that can be easily mounted in the airbox to keep the carburetor vent lines from being exposed to dust, dirt and water. The system includes four T-vents and four feet of vent hose. Suggested retail price is $16.95. For more information contact PC-1 Racing, Dept. CN, P.O. Box 730, Orange, CA 92666, 714/771-6381.

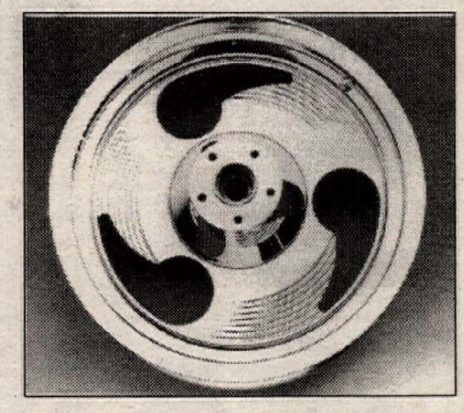


FAUX FIBER
White Brothers is now carrying **Twin Air airbox decals** for Honda CR and Kawasaki KX motorcycles. The vinyl stickers are designed to fit the shape of your airbox and improve aesthetics while protecting the airbox from boot and paint scuffing. Suggested retail price is $15.95. For more information contact White Brothers, Dept. CN, 24845 Corbit Pl., Yorba Linda, CA 92687, 714/692-3404.

THEM BONES
Troy Lee Designs has responded to the demand for more products sporting the famous Piston Bones logo by introducing the **Piston Bones Jacket**. The fully lined, letterman-style jacket is constructed of maroon Pendelton wool with black Napa leather sleeves and collar. It features the Piston Bones design in a large chenille patch on the back, a TLD logo chenille patch on the left front, and two chenille patches on the sleeves. Available in sizes S-XL, suggested retail price is $425. For more information contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 909/371-5219.

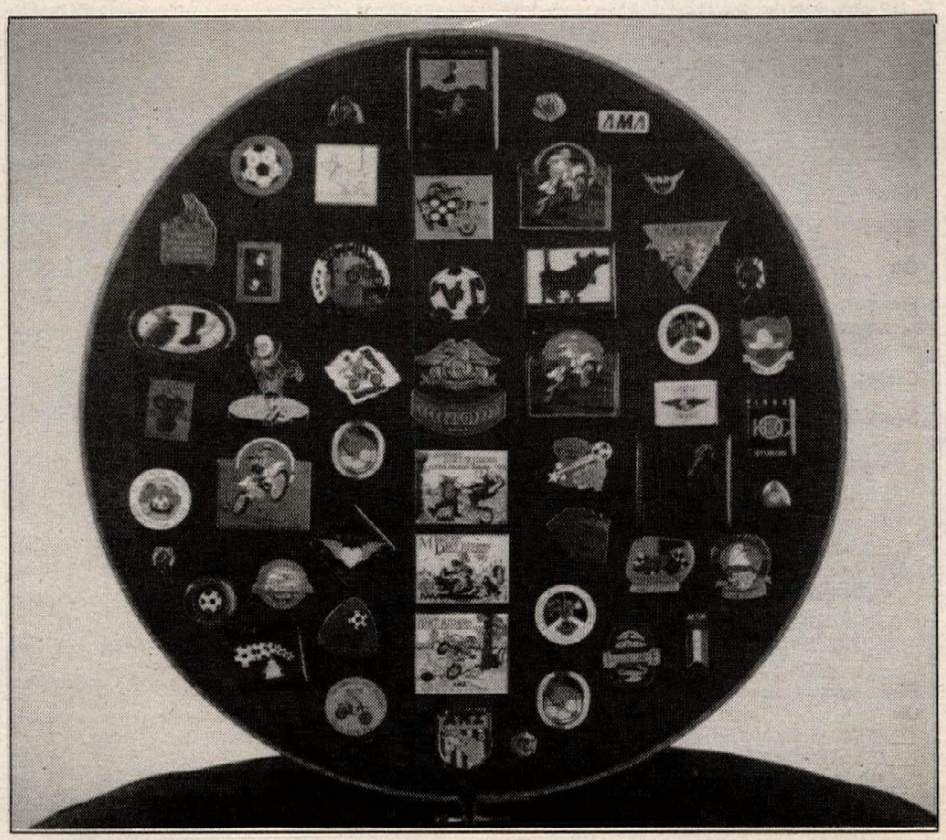


WHITE BROS. GIVES 'EM THE WORKS
White Brothers is now distributing the **Afam M5 Works Offroad Bars**. Afams are manufactured from 5mm 2014-T6 aluminum to yield greater strength than most other bars on the market, which use 4mm aluminum. The Pro-Design crossbar clamps are angled to evenly distribute the load and stress of off-road racing. The bars are available in all popular off-road, dirt track and trials bends, and in several different colors. Suggested retail price begins at $69.95. For more information contact White Brothers, Dept. CN, 24845 Corbit Pl., Yorba Linda, CA 92687, 714/692-3404.



FLASHY HOOPS
Aerolite Performance Products, Inc. has parlayed two years of research into the manufacture of its new Harley-Davidson wheel. Aerolite claims that this chrome-plated, all-aluminum, machined wheel is the only one-piece design on the market today. The fact that no bolt-together components were used in the construction of the wheel make it maintenance-free. Aerolite wheels are currently available in six different styles and in 16", 19" and 21" sizes. Suggested retail prices range from $335.23-$982.97 For more information contact Aerolite Performance Products, Inc., Dept. CN, 14250 Gannett St., La Mirada, CA 90638, 800/344-1547.

DONT BE A PINHEAD
In the past, racers who have been to several off-road and/or other racing events have had a tendency to take their event-finisher pins and stick 'em on their favorite hat. Well, that looks plain goofy! California Innovations would rather see you display your club or organization pins for all to see on one of their **Pin Plaques** The Pin Plaque will display your pins on a nine-inch or 12-inch, round wood-finished frame with a black felt background, and a durable backing to support the weight of several pins. Just snap your pins in the desired position for display. Get 'em off that hat! Suggested retail prices are $18.95 for the nine-inch and $19.95 for the 12-inch round plaques. For more information contact California Innovations, Dept. CN, 2541 Shingle Springs Dr., Placerville, CA 95667, 916/677-4321.



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MOTOCROSS

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo.

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DualSport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

CRASHES

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
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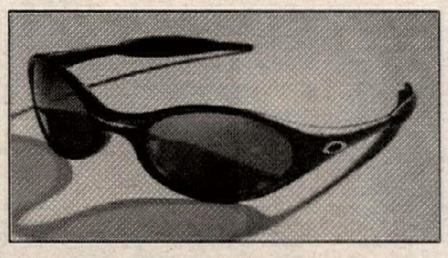
NEW THREADS
The **Motoport Cordura Ultra Trek riding suit** boasts as many features as you could want in a high-quality riding suit. Its fully ventilated 1000-Denier Ultra Cordura fabric is claimed by the manufacturer to be stronger than most leather suits and surpasses previous Corudura blends in tear and abrasion tests. The suit features stretch Kevlar in the arms and inner thigh, and all critical seams are safety lock stitched with seven woven threads to resist tearing. The suit comes with Motoport's Tri-Armor Full Body Guard pad system, and an optional Gore-Tex Thermolite lining makes the suit 100-percent waterproof and windproof. Motoport is so sure that you will be satisfied with the Ultra Trek that they offer a money-back guarantee. Available in sizes XXS-XXXL and in colors Red, Black and Blue, the Ultra Trek retails for $599. The optional liner is an additional $149. For more information contact, Motoport, Dept. CN, 6110 Yarrow Dr., Carlsbad, CA 92009, 800-777-6499.



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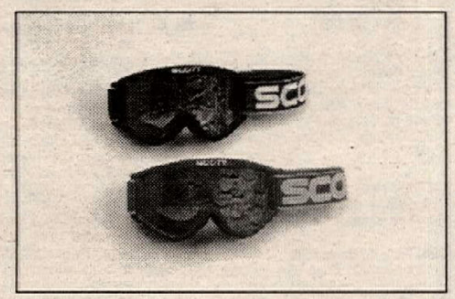
In their never-ending quest to remain on the cutting edge of fashionable eyewear, the folks at Oakley have come up with another new style to add to their line of quality sunglasses. **Oakley Eye Jackets** are constructed of Oakley's O Matter material and feature a dual-taper, corrected, Plutonite lens. They are designed to block 100 percent of UV light rays and 100 percent of blue light rays to 440 nanometers. The lens also exceeds the ANSI Z 87.1 standard for optical clarity and impact-resistance. Eye Jackets are available with either a Gold Iridium or Black Iridium lens and in wild frame colors such as Fuel, Straight, Fingerprint and Cheetah. Suggested retail price is $85, and Full Metal Jackets are available for $125. For more information contact Oakley, Dept. CN, 10 Holland, Irvine, CA 92718, 714/951-0991.



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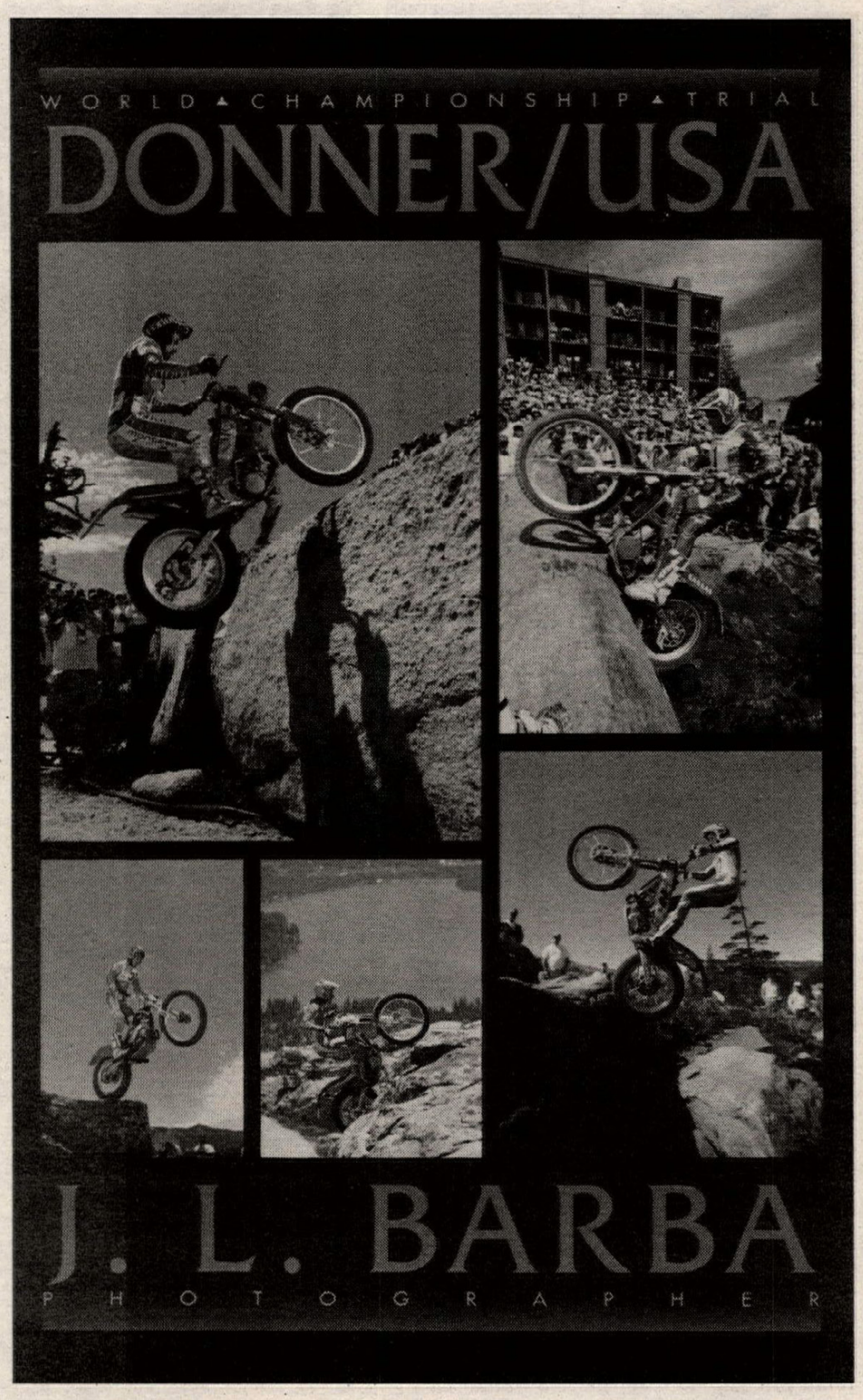
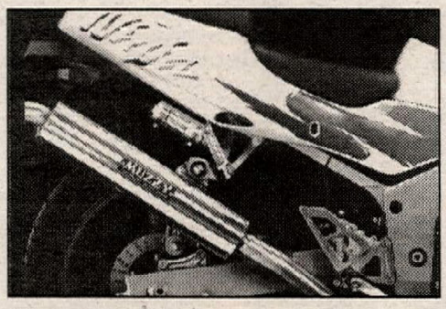
If nothing else, these new **Scott Hologram lenses** ought to be good for psyching out your opponents. Imagine the horror they will feel when they look into your eyes and see nothing but nails or coins where your peepers should be. Fortunately for you, the lenses still provide distortion-free viewing from the inside. They are available to fit Scott's Model 89 frames. Suggested retail price is $49.95 for a complete goggle and $24.95 for replacement Hologram lenses. For more information contact Scott USA, Dept. CN, P.O. Box 2030, Sun Valley, ID 83353, 208/622-1000.

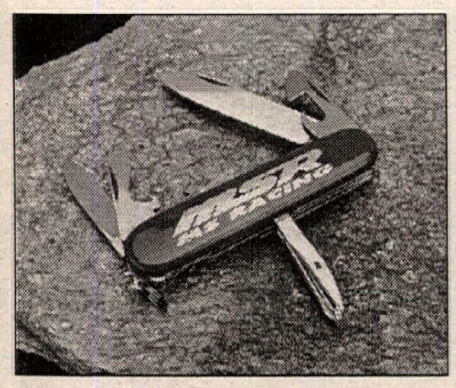
TO BOLDLY GO...
The **Simpson Street Voyager helmet** features a classic blend of the most popular features in the Simpson helmet line, which incorporate function with some of the more radical design exercises in the helmet industry. The Street Voyager features a fiberglass shell and impact-absorbing, one-piece Bead-All liner. Other features include adjustable air intake vents, a velour interior with glove leather reinforcements in high-wear areas, wide-view design with standard Lexan shield, and air ram ducts in the cheek. Sizes range from 6 7/8" - 7 7/8", and the helmet is available in black or white with a clear, smoke or polarized shield. Suggested retail prices start at $350. For more information contact Simpson Race Products, Dept. CN, 2415 Amsler St., Torrance, CA 90505, 800/654-RACE.



FOCUS ON BALANCE
Photographer J.L. Barba has elected to pay homage to the best trials riders in the world in this full-color poster. The **"Donner/USA" World Championship Trials Poster** features action shots of mutli-time World Trials Champion Jordi Tarres, Amos Bilbao, Tommy Ahvala, Takumi Narita and Doug Lampkin, all captured during the World Championship round at Donner Lake, California. The shots are six-color processed and laid on the finest 65-lb. grade-one American long-fibre sheet paper for maximum color fidelity, making the poster suitable for framing and a great gift idea. Suggested retail price is $16.95. For more information contact J.L. Barba, Dept. CN, 5301 Longley Ln., Studio F213, Reno, NV 89511, 702/826-5555.



ROB'S WORLD
Rob Muzzy has been burning the candle at both ends in order to get Kawasaki's hot new ZX-6R ready for the AMA 600cc Supersport wars, and now he's ready to offer some of the fruits of that R&D with the introduction of the **Muzzys ZX-6R exhaust system**. Available in street or race versions, the hand-bent stainless-steel pipes and collector bolt to either a stainless aluminum (street) or titanium (race) canister. Muzzy says that both versions yield improved power over the entire curve with the greatest boost coming above 11,000 rpm. The street pipe also boasts a 50-percent weight savings over the stocker while the race version is lighter still. Suggested retail price for the street system is $462.50. The race version goes for $649. For more information contact Muzzys, Dept. CN, 63017 Sherman Rd., Bend, OR 97701, 503/385-0706.



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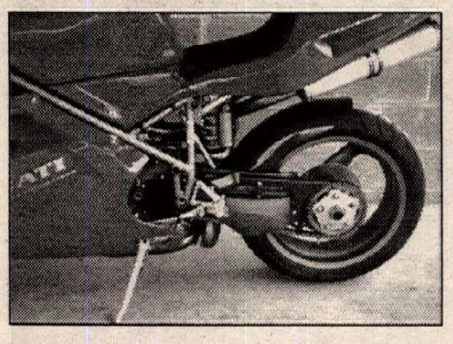
Need a handy tool to help you survive in the wild? The **MSR Swiss Army Knife** might be just what you're looking for. The knife features the same Swiss quality and durability that goes into the regular Swiss Army Knife and has the MSR logo emblazoned on the handle to boot. It contains multiple knife blades, Phillips and flat-blade screwdrivers and bottle-opening devices. The red-handled knife retails for $19.95. For more information contact Malcolm Smith Racing, Dept. CN, 252 Granite St., Corona, CA 91719, 909/340-3301.



FAST FENDER
You can help protect your Ducati 916's vital organs with a **916 inner rear subfender** from Fast Company. Using advanced composite technology, the people at Fast Company were able to design a fender which is strong enough for a single-sided swingarm, but light enough not to compromise performance. The design incorporates the chainguard and fender into one piece. Fast Company says that the 916 unit will also fit the Honda Hawk. Suggested retail price is $198. For more information contact Fast Company, Dept. CN, 1010 Third Avenue Dr., NW #B, Hickory, NC 28601, 704/327-2644.

FOG OFF
On the heels of their revolutionary Fog City Fog Shield for street bike helmets, Modern World Ventures has stepped into the off-road arena with its new **Fog City Fog Thing** for motocross goggles. Like the Fog Shield, the Fog Thing is designed to prevent lens fogging in even the most humid conditions. The Fog Thing applies to the inside of the goggle lens without distorting the rider's vision. The 4mm film resists the formation of the small water droplets which cause fogging. The Fog Thing is available for Scott, Smith and Oakley goggles. Each packet contains three films and retails for $9.95. For more information contact Modern World Ventures, 939 Portal Ave., Piedmont, CA 94610, 800/436-4248. CN

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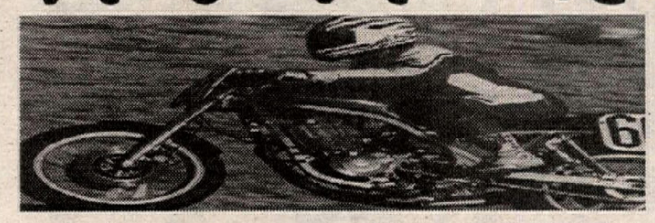

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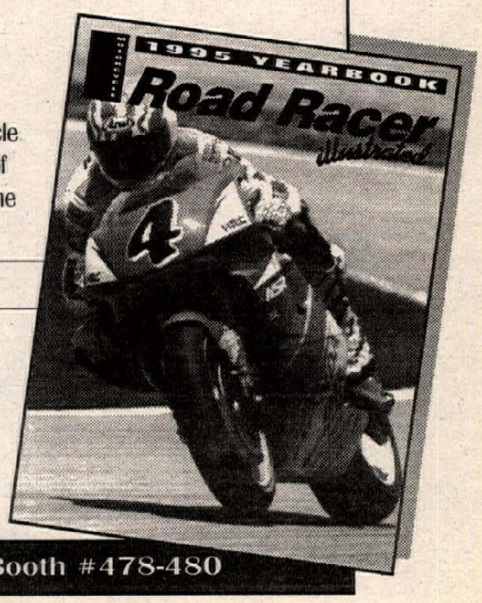

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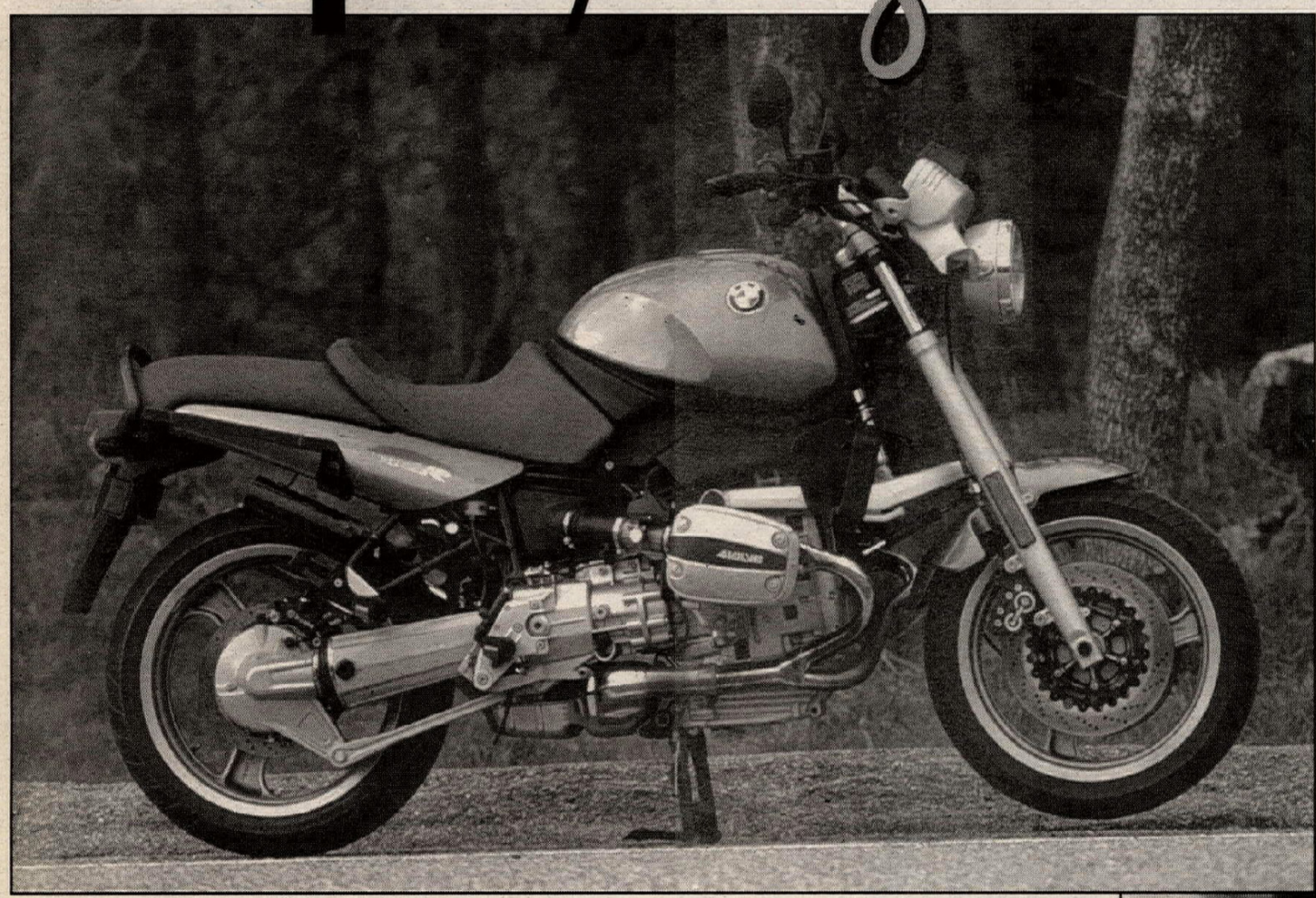


By Kit Palmer
Photos by Randy Phillips

Either you like it, or you hate it. This seems to be the immediate reaction of those who first look at the unique - bordering on bizarre - styling of the all-new BMW R1100R Roadster, which is now the third BMW motorcycle powered by the new-generation, eight-valve, horizontally opposed, two-cylinder Boxer R259 motor that was first introduced in the R1100RS model two years ago. But whether you like the way it looks or not, you'll probably agree that it certainly looks - weird.

The new Roadster, which replaces the previous R100R BMW that also made its debut in '92, features a lot more than new looks. It now takes on much of the modern technology that has been available on the previous sport R1100RS and adventure-touring R1100GS models, such as electronic fuel injection, Telelever front suspension, optional anti-lock brakes and, of course, the R259 motor, which is tuned differently than the RS and GS's Boxer motors. Unlike the 90-horsepower R1100RS, which is tuned for high-rpm power, the Roadster's 80-horsepower (20 more than the R100R) powerplant is adjusted more toward midrange torque, much like that of the GS model. Revised cam timing and intake tuning, together with a slightly lower compression ratio and a reprogrammed Motronic engine-management system, are designed to provide even more midrange grunt in the Roadster than the GS on/off-road Beemer. BMW claims that the peak horsepower of the R1100R is attained at 6750 rpm and that it produces maximum torque of 71 ft.-lb. at 5250 rpm.

Again, like the RS and GS models, the R1100R uses BMW's eccentric Telelever front suspension system, which is designed to be more rigid and stronger than traditional telescopic front suspension systems. Also, for all intents and purposes, the design eliminates front-end dive under heavy braking. BMW claims, however, that more important than thwarting brake dive, the Telelever design enables engineers to select spring rates more suited to the ride quality of the Roadster. Why? Because the system doesn't have to compensate for suspension squat, which would normally require a stiffer spring. The single, spring/oil-damped shock which is used up front is made by Showa, and features no external adjustments.

However, the Roadster's Telelever system features some differences as compared to the GS and RS Beemers. Unlike both those models, the Roadster is fitted with a bolt-on steering damper to foil kickback over rough surfaces, which BMW claims arises on the R1100R due to its lighter unfaired front end. Plus, unlike on the RS where the handlebars mount directly to the top Telelever pivot, the Roadster uses a separate, solid-mounted handlebar bracket similar to the GS.

Handling the suspension duties out back is, of course, BMW's single-shock, Paralever (shaft-driven) system and a centrally located "BMW by Showa" shock, that offers rebound-damping adjustments, and a spring-preload adjuster via a frame-mounted handwheel.

The three-spoke wheels and radial tires are borrowed from the R1100RS. Braking power is supplied by two, 12.0-inch front discs that use dual two-piston Brembo calipers, and a single 10.9-inch rear disc that uses a two-piston caliper. BMW's ABS II is available as an option for an extra $1500.

Like the R1100RS and R1100GS models, the R1100R has no real frame to speak of, as the motor and transmission act as a stressed member. A framework of tubular rear supports provides the upper shock bracket and mounts for the seat, bodywork, rear fender and optional luggage.

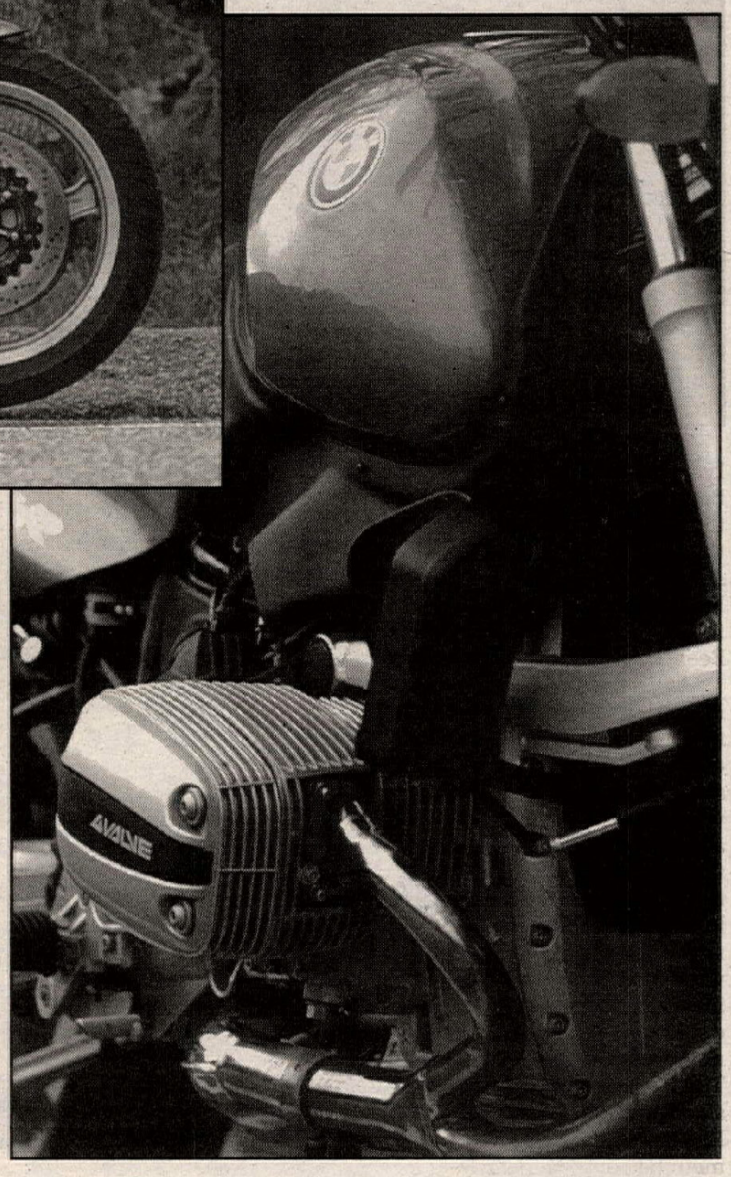
The odd-shaped steel fuel tank holds a generous 5.5 gallons of gas, including one gallon of reserve. There is no fuel petcock, only a low-on-fuel light to warn the rider. The Roadster, like the RS and GS, offers a three-position adjustment for the seat height, the lowest being 29.9 inches.

As far as instrumentation, the R1100R uses a large, centrally located circular speedometer, while a separate and significantly smaller tachometer is rubber-mounted to the right of the speedo. On the opposite side is an analog clock. Positioned just below the speedometer are all the usual information lights.

HITTIN' THE ROAD-*STER*

There's no mistaking that you're riding a Beemer when you run through the R1100R's five-speed transmission for the first time, primarily because of its smooth, linear powerband and distinctive pull as you roll on the throttle - a pull that is very similar to that of the R1100GS. Torque is the Roadster's forte. It loves to be short-shifted and responds with a healthy surge of power. There's no hard hit or abrupt power changes throughout the powerband, just a smooth, controllable pull. We wouldn't call the Roadster extraordinarily fast, yet, on the other hand, we certainly wouldn't call it slow, either. It just gets the job done without intimidation. An added bonus is that vibration isn't a factor as you open 'er up and power through the gears. Most of the buzzing that is felt radiates through the seat and footpegs. Very little vibration makes its way to the rider's arms.

The Roadster cruises down the highway nicely and effortlessly. The Boxer motor hardly strains at all at 65 mph as the tach needle hovers just above 3500 rpm. Roll on the throttle and the Beemer



(Above) If you want something a little different, then the new BMW R1100R just might be your bike. Nothing about the bike is "normal." The Boxer motor, Telelever front and Paralever rear suspensions, ABS brakes, catalyst exhuast, EFI, and just plain unique styling assure that. (Right) The Boxer motor is tuned for torque.

surges forward without hesitation and with plenty of authority.

The rich, smooth power of the Boxer motor, combined with the Roadster's low seat height and neutral riding position, gives the rider a feeling of confidence while cruising down the road on the R1100R. The Beemer was one of six bikes that we enlisted on a staff street bike ride recently (see issue #4, February 1) and some of our less experienced street riders felt quite at home and secure on the Roadster, as did our veteran riders. It was definitely the bike of choice toward the end of the long day's ride, much thanks to its tame motor and fairly comfortable seat and ergonomics. But all was not peaches and cream for our street newcomers, as they adamantly complained about the Beemer's torque effect that tips the bike over to the right when the throttle is blipped at slow speeds. Even the street regulars half-heartedly agreed but followed up by saying, "It's a Beemer, you'll get used to it."

As mentioned, the R1100R is extremely comfortable, even for one of the more "vertically challenged" members of our staff. He much appreciated the very low 29-inch seat height, and so did our taller staff members, for that matter. Unfortunately, we all essentially agreed that the seat pretty much locks the rider into one position, making repositioning a little difficult when you want to relieve aching body parts. Sliding back on the seat to stretch your legs doesn't help any because you just drop right back down to where you were. There is also very little traction from the seat's cover - it's downright slippery. Raising the seat to its highest adjustment helps if you have long legs.

The Roadster's suspension leaves a lot to be desired, at least in the back. It's a real kick in the butt - literally. Decent-size bumps will blow the rider out of the seat, and the overall ride is just plain harsh. What else is new from BMW? The front suspension, however, far outshines the rear. The ride is super smooth and stable, and the lack of front-end dive under hard braking is another added bonus. You can get the front end to sag slightly by chopping the throttle quickly, but not from grabbing a handful of front brake and stepping on the rear pedal. Now, if BMW can make the rear suspension as good (or half as good), then they'll really have something.

Slowing the Roadster down is as simple as closing the throttle. Serious engine braking, combined with strong and progressive front and rear binders, really stops the R1100R in a hurry, and the ABS II will keep you upright if you grab too much. No problems here.

The Beemer corners quite well. It takes little exertion to initiate the turns and once leaned over it also requires little effort to make small corrections, such as tightening or loosening your line. One tester said that he felt the bike handled "light" and was easy to maneuver. This feeling was most likely enhanced by the overall small feel and low seat height.

No one had much good to say about the Beemer's transmission. Most of our testers mentioned that they felt that shifting was notchy, and that it was a little difficult dropping the tranny into gear from neutral at a standstill. The clutch didn't bring about any praise either, mainly because it has a very springy feel. In other words, when the lever is pulled all the way in against the handlebar, it wants to spring outward quickly, making it a little difficult to get smooth clutch action. The clutch also has an on/off feel, and the pull is a little on the heavy side. Excessive clutch work will make your left forearm ache after a while.

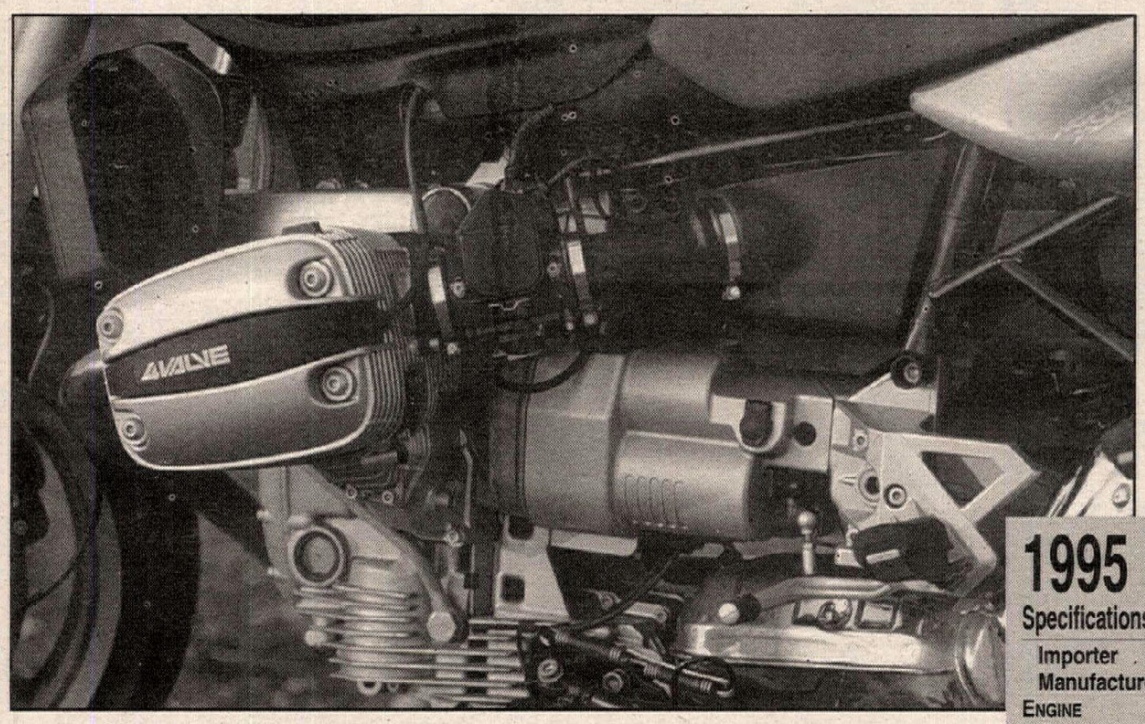
The Roadster can go a fair distance on a tank of gas, nearly 200 miles, which is pretty good for a "standard" bike. The reserve light usually goes on around the 170-mile mark at which point you still have a full gallon left.

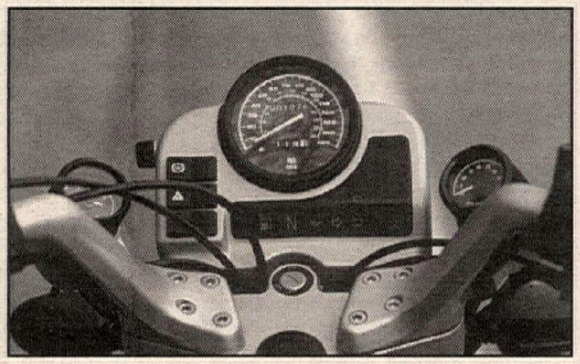
Overall, the Roadster reminded us a lot of the R1100GS, much of which had to do with the bike's torquey motor and Telelever front suspension. One tester said that there were times he, in fact, thought he was riding the GS and was about to turn off on the dirt roads before remembering he was on the Roadster.

As a whole, we enjoyed the R1100R very much, mostly because of its docile character. "User-friendly" best describes the Roadster. Much of this has to do with the bike's low seat height, neutral riding position, gentle-yet-lively motor and decent suspension. The Beemer is just plain easy to ride and not intimidating in the least, which makes it an ideal mount for the long hauls, as well as the everyday commute.

Everyone on our staff certainly enjoyed riding the Roadster, and even looking at it. Well, most of us. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



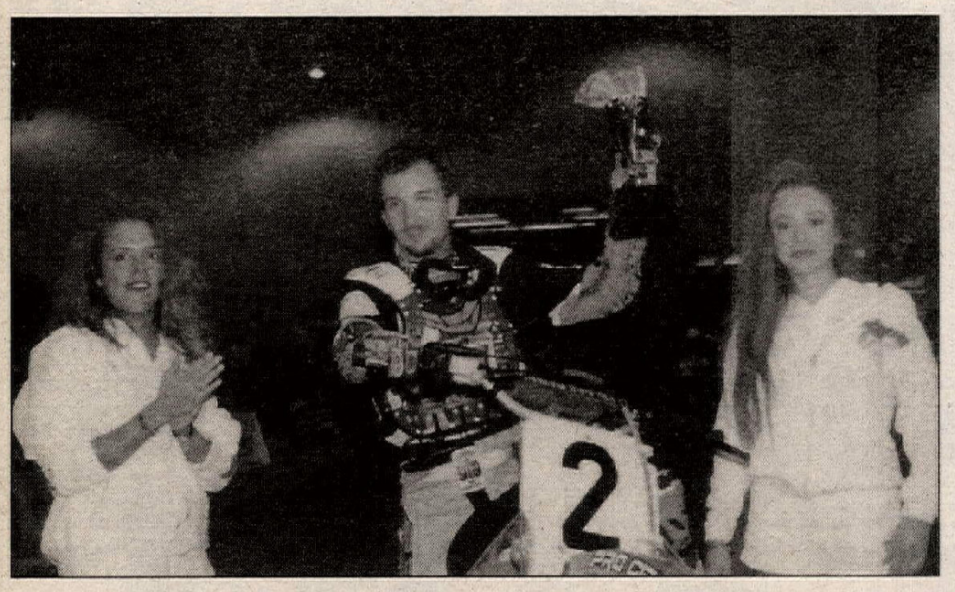


(Above) This bike is by no means just a cruiser. The Beemer can be ridden aggressively on the twisties with good results. (Left) BMW claims the R1100R pumps out 80 horsepower at 6570 rpm. (Below left) The huge speedometer is easy to read; check out the separate tachometer and clock on each side of the speedo.

1995 BMW R1100R

Specifications

Importer	BMW of North America, Inc.
Manufacturer	BMW AG, Munich, Germany
ENGINE	
Type	Air/oil-cooled, horizontally opposed twin
Bore x stroke	99 x 70.5mm
Displacement	1085cc
Horsepower (claimed)	80 bhp @ 6750 rpm
Torque (claimed)	72 ft.-lb. @ 5250 rpm
Compression ratio	10.3:1
Valve gear	High cam, chain driven
Valves	2 x 36mm intake/2 x 31mm exhaust
Valves per cylinder	Four
Fuel system	Fuel injection & electronic ignition MA 2.2
Ignition	Bosch Motronic
Air filter	Paper-type element
DRIVETRAIN	
Primary drive	Helical-cut gears w/tensioner
Clutch	180mm dry, single plate w/diaphragm spring
Drive system	Enclosed driveshaft
FRAME AND SUSPENSION	
Frame	3-section frame concept
Front suspension	Telelever w/central spring strut, decoupler upper fork bridge
Front wheel travel	4.8 in.
Rear suspension	Monolever swingarm, BMW Paralever
Rear wheel travel	5.4 in.
BRAKES	
Brake system	Optional BMW Anti-lock Brake system II
Front brakes	Two 4-piston calipers
Front rotors	Dual 305mm floating rotors
Rear brake	Hydraulically operated single disc
Rear rotor	Single 276mm fixed rotor
WHEELS AND TIRES	
Front wheel	3.50 x 17 MT - H2 cast alloy, 3-spoke U-profile
Rear wheel	4.50 x 18 MT - H2 cast alloy, 3-spoke U-profile
Front tire	120/70-ZR17 tubeless
Rear tire	160/60-ZR18 tubeless
DIMENSIONS	
O/A length	86.5 in.
O/A width	35.3 in.
Wheelbase	59.0 in.
Ground clearance	6.2 in.
Seat height	29.9/31.2/32.0 in.
Handlebar width	32.3 in.
Rake/trail	26°/4.4 in.
Weight (wet)	519 lbs.
Maximum load	992 lbs. gross vehicle weight rating
Colors	Arctic grey, Mystic red
MSRP	$9990/$11,490 w/ABS II



AMA Mid-South Winter Hare Scrambles Series

Conner convincing at Dry Creek Hare Scrambles

By Paul Michels
Photos by Elaine's Action Photo

CENTERVILLE, TN, FEB. 5

Duane Conner took overall honors on an action-packed day of racing in round six of the AMA Mid-South H.S. Series.

The race, hosted by the Don Thava M.C., took place on the Bowman farm, a favorite stop on the circuit. The eight-mile course incorporated fast open sections, steep uphills, tight woods, rock creeks, whoop sections and one huge mudhole.

(Top) Jimmy Gaddis crushed the competition at round seven of the AMA National Arenacross Series, taking all four Pro main event wins and extending his series points lead. (Middle) Brian Hardin raced to a trouble-free main event win at the 35th annual Big Brothers/Big Sisters Charity Indoor Pro Invitational Ice Race in Flint's IMA Stadium. (Above) Duane Conner (fourth from left) won the Pro class at round six of the AMA Mid-South Hare Scrambles Series in Centerville, Tennessee.

Kevin Brandon had the holeshot and continued to lead until about the two-mile mark, when four-time National Enduro Champion Terry Cunningham shot past. Mike Sampson was right on Cunningham and got by as well. Reigning champion Robert Patterson moved into third, while AA rookie Darryl Conner (Duane's younger brother) advanced to fourth. Patterson moved past Sampson to challenge Cunningham, and they swapped the lead several times toward the end of the first lap. As the riders funnelled into the scoring barrels, Cunningham held a slim lead over Patterson, Sampson, Darryl Conner and Gene O'Nail.

Cunningham continued to lead throughout the second lap, but Patterson had problems and dropped off the pace. Darryl moved up to second with brother Duane making his presence known after a near-last-place start. Traffic held him in third place at lap's end. O'Nail moved into fourth as a recovered Patterson worked his way into fifth.

Heading out on the third lap, Cunningham enjoyed a slim lead over Duane, as Darryl was cleaned off his bike and taken out of contention by a low-hanging limb. Cunningham continued to lead until getting tangled in a wire fence while negotiating a pass on a lapped rider, when Conner and a hard-charging O'Nail both shot past. Patterson was also back on the gas as he moved back into third, and Sampson continued to keep pace despite a rear flat. In fifth, Cunningham's problems compounded when he too inherited a rear flat.

Going out for the fourth of five laps, Conner held about a 10-second lead over O'Nail, who quickly closed the gap. The two swapped the lead several times, but toward the end, Conner pulled out about a 15-second cushion on O'Nail. Patterson was holding his own about ten clicks back. Sampson and Cunningham continued in fourth and fifth, respectively.

On the fifth and final lap, Conner continued his pace out front and built about a one-minute cushion over O'Nail, who in turn pulled 30 seconds on Patterson. Determined to stay in the thick of things, Sampson rode with his flat tire all the way to the finish for a respectable fourth overall, and Cunningham did the same for fifth.

After two consecutive runner-up finishes, this marked the first overall victory of the series for the Sport Cycles Racing-backed Conner. "I just stayed focused and kept it twisted back and enjoyed the course," he said.

Conner also approved, saying, "The event and the track conditions were excellent."

Points leader and former National Hare Scrambles Champion Tony Hendon looked to be on his way to yet another Vet A class win until getting off big-time on lap three and breaking his arm. Sport Cycles boss Tim Shepherd took over the lead and the win, though he had to make an unscheduled pit stop to adjust his sagging handlebars. Series regular Barry Brazier took a respectable second.

Wade Perry was on a mission of sorts, as he overcame a badly bruised and stitched-up foot to win the Open A class. The injury had occurred two weeks earlier when his shift lever punctured his boot. Harvey Whitaker finished second after experiencing mechanical problems throughout the course of the race. CN

Results

AA: 1. Duane Conner (Yam); 2. Gene O'Nail (Kaw); 3. Robert Patterson (Suz); 4. Mike Sampson (Yam); 5. Terry Cunningham (Yam).

SR: 1. Paul Michels (ATK); 2. Alan Brutto (Kaw); 3. Tom Parfitt (Yam); 4. Larry Still (Hon); 5. Sidney Robinson (Kaw).

S/SR: 1. Charlie Burke (Kaw); 2. Mike Garrett (Hon); 3. Jason Dukes (Kaw); 4. William Smith (Hon); 5. Guy Anderson (Kaw).

VET A: 1. Tim Shephard (Yam); 2. Barry Brazier (Hon); 3. Scott Martin (Kaw); 4. Kenny Satterfield (Kaw); 5. Robert Kirchner (Yam).

OPEN A: 1. Wade Perry (Hon); 2. Harvey Whitaker (Hon); 3. Phillip Barker (Hon); 4. Mark Thurman (KTM); 5. Mark Hosbach (KTM).

250 A: 1. Mike Morris (Kaw); 2. Todd Boone (Kaw); 3. Steve Gordon (Kaw); 4. Neal Raggett (KTM); 5. Steve Ezell (Kaw).

250 A: 1. Chris McDonald (Kaw); 2. Tarras Massey (Kaw); 3. Chris Huff (Yam); 4. Bill Short (Hon); 5. Mike Garrett (Kaw).

WMN: 1. Suzy Fann (Yam); 2. Sara Arnold (Hon).

4-STRK: 1. Steve Thomas (Kaw); 2. Cody Maxwell (Kaw); 3. Greg Prince (Hon); 4. Eddy Taylor (Kaw); 5. Billy Proffitt (Hon).

VET B: 1. Brian Brecci (Yam); 2. John Broughton (Hon); 3. Carl Keith (Hon); 4. Jack Derryberry (Kaw); 5. Kip Haynie (Yam).

OPEN B: 1. Mark Hinkle (KTM); 2. David Kidwell (KTM); 3. Anthony Cook (Kaw); 4. Danny Millard (KTM); 5. Robert Lich (Kaw).

250 B: 1. Heath Robinson (Kaw); 2. Gordon Turner (Hon); 3. Todd Wilson (Yam); 4. Timmy D'Pool (Kaw); 5. Tim Crain (Yam).

125 B: 1. Rick Simms (Yam); 2. Jim Bates (Hon); 3. Jeff Fitzer (Suz); 4. Jeremy Berwanger (Yam); 5. Woody Bramlett (Kaw).

200 B: 1. Marty Stinnett (Kaw); 2. Thomas Campbell (Kaw); 3. Clint Robinson (Kaw); 4. Rick Shell (Yam); 5. Ron Skipper (Kaw).

L/W TRL: 1. Kevin Creekman (Hon); 2. Donny Rogers (Suz); 3. Scott Horton (Kaw); 3. Randy Hicks (Kaw); 5. Rusty Rogers (Suz).

H/W TRL: 1. David Davis (Kaw); 2. Max McGee (Kaw); 3. Mark Jenkins (Suz): 4. Jason Dickey (Suz); 5. Rod Lyonhurst (Hon).

AMA National Arenacross Series: Round 7

Gaddis rages at Niagara Falls

By Pam Lambert
Photo by Gerry Galpin

NIAGARA FALLS, NY, JAN. 20-22

Jimmy Gaddis continued his winning streak in the MSR/Answer-sponsored AMA National Arenacross Series, taking wins both nights in the 125 and 250cc main events as well as both "Dash for Cash" events at the Niagara Falls Convention Center.

Gaddis' four wins upped his points advantage over Chad Pederson, who had traveled to Minnesota for the Minneapolis Supercross.

"These four wins really helped me in the points for the series," Gaddis said. "I just hope and pray I keep up this streak all the way through Denver."

Friday's 125cc main event action started with Billy Whitley taking the holeshot in front of Gaddis, Morgan and Buehl, but Buehl had the whoop section dialed and blasted into the lead. Gaddis got by Whitley with an inside pass in the next left-hand turn to take over second. Gaddis caught up to Buehl's rear fender by the end of the second lap and dogged Buehl turn after turn. One slight bobble through the whoop section and Gaddis skimmed by for the lead. Buehl stayed close but was never able to make a pass. Lapped riders became a factor before the halfway flags came out in the 14-lap main event, but Gaddis picked his way through carefully. Goodman had been tailing Whitley for several laps and made a pass in the turn following the big infield double jump to take third.

Rand began making a move on Whitley and went by him in the whoops. By the ninth lap, all but the top six riders were lapped. Gaddis motored around for the win. Buehl followed in second. Goodman, Rand and Morgan finished third through fifth, respectively.

Gaddis couldn't buy a holeshot in Saturday's 125cc main but lost no time in getting around Morgan in the whoops. Rand, Buehl, Whitley and Goodman were so close they appeared as a blur of yellow, green and red for several laps. Buehl finally charged ahead of Rand by holding the gas on a little longer on the straightaway, and then set his sights on Morgan's second-place spot. Buehl pulled up beside Morgan over the big infield double, but Morgan's inside line in the next turn gave him a little more momentum over the triple.

Gaddis cruised around out front, putting as much as 10 seconds between himself and Morgan. When Gaddis took the checkered flag for the win, he had lapped over half the field. Morgan held second while Rand slipped past Buehl on the white-flag lap to capture third. Goodman crossed the finish line in fifth.

Gaddis proved to be unstoppable in the 250cc Pro class as well, leading Buehl to the finish line on both nights. CN

Results

FRIDAY

125 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Grayson Goodman (Hon); 4. Greg Rand (Suz); 5. Shawn Morgan (Kaw).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Grayson Goodman (Hon); 4. Shawn Morgan (Kaw); 5. Greg Rand (Suz).

50 STK: 1. William Hicks (LEM); 2. Jason Michael (Itj); 3. Troy Clark (Yam); 4. Nick Holmberg (LEM); 5. Jeff Mort (LEM).

SATURDAY

125 EX: 1. Jimmy Gaddis (Kaw); 2. Shawn Morgan (Kaw); 3. Greg Rand (Suz); 4. Jeromy Buehl (Suz); 5. Grayson Goodman (Hon).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Shawn Morgan (Kaw); 4. Greg Rand (Suz); 5. Grayson Goodman (Hon).

50 STK: 1. William Hicks (LEM); 2. Troy Clark (Yam); 3. Nick Holmberg (LEM); 4. John Young III (Yam); 5. Liam Murphy (LEM).

SUNDAY AMATEUR

50 MOD: 1. Troy Clark (Yam); 2. Jeff Mort (LEM); 3. Robby Robinson (LEM); 4. Jason Michael (Itj); 5. John Young III (Yam).

65 (7-11): 1. Mike Klinger (Kaw); 2. Larry Klinger (Kaw); 3. Brian Theriault (Kaw); 4. Jack Carpenter (Kaw); 5. Joshua Cislo (Kaw).

85 (7-11): 1. Mike Klinger (Yam); 2. Brad McClellan (Suz); 3. Larry Klinger (Yam); 4. Kirk Woznek (Suz); 5. Jack Carpenter (Suz).

85 (12-13): 1. Paul Carpenter (Hon); 2. Richard Pierce (Yam); 3. Aaron Dieter (Suz); 4. Shawn Nutt (Suz); 5. Jason Hermann (Kaw).

85 (14-15): 1. Joe Fana (Yam).

85 BEG (12-15): 1. Alex Kovacs (Kaw); 2. Jon Auchampaugh (Yam); 3. Jake Smith (Kaw).

85 OPEN: 1. Richard Pierce (Yam); 2. Brad McClellan (Suz); 3. Paul Carpenter (Hon); 4. Shawn Nutt (Suz); 5. Aaron Dieter (Suz).

125 B: 1. Skip Ferris (Hon); 2. Jeff VandenHoden (Hon); 3. Casey Higgins (Kaw); 4. Baird Hageman (Hon); 5. Jeff Hatfield (Hon).

125 C: 1. Pat Bray (Suz); 2. Clay Parmelee (Yam); 3. Wilmer Cabellero (Suz); 4. Jason May (Hon); 5. Jeremy Nash (Kaw).

125 D: 1. Ken Law (Yam); 2. John Young (Kaw); 3. John Alexander (Hon); 4. Corey Koster (Suz); 5. Ryan Ebling (Suz).

125 OPEN: 1. Terry Rothmaier (Hon); 2. Michael Juskow (Kaw); 3. Marcus Moir (Suz); 4. William Butterworth (Hon); 5. Joe Henner (Kaw).

125 SCHBY: 1. Mike Legno (Kaw); 2. Mike Barker (Hon).

250 B: 1. Rob Romaniuk Jr. (Kaw); 2. John Natalie (Suz); 3. Scott Flohr (Suz); 4. Scot Poland (Hon); 5. Kerry Simmons (Kaw).

250 C: 1. John Oechsle Jr. (Yam); 2. Doug Weinman (Hon); 3. Dave Faery (Kaw); 4. Leo Fournier (Kaw); 5. Jason May (Hon).

250 D: 1. Ken Law (Yam); 2. Brian Newman (Suz); 3. Joe Harper (Yam); 4. Joe Brzezowski (Kaw); 5. Josh Reznik (Yam).

250 OPEN: 1. John Natalie Jr. (Suz); 2. Brandon Ghidiu (Kaw); 3. Dave Faery (Kaw); 4. John Mercier (Yam); 5. Brian Sigel (Kaw).

25+: 1. Dean Hushon (Kaw); 2. Dennis Kelley (Kaw); 3. Kevin Dejac (Hon); 4. Leo Fourneir (Kaw); 5. Craig Whetstine (Kaw).

30+: 1. Bart Luca (Kaw); 2. Brian Braodwell (Suz); 3. Dennis Kelley (Kaw); 4. Kevin DeJac (Hon); 5. Mark Gage (Yam).

Big Brothers/Big Sisters Charity Indoor Pro Invitational Ice Race

Hardin takes it easy

By Grace DiBenedetto

FLINT, MI, JAN. 28

Brian Hardin barely broke a sweat as he captured the win at the Flint M.C.'s 35th annual Big Brothers/Big Sisters Charity Indoor Pro Invitational Ice Race at IMA Stadium.

Hardin, who returned to the indoor ice last year after an absence of several years, had not won a final since the late '80s. Better known as Rambo, the Byron Molloseau/Greg and Rene Rainey-sponsored Hardin lead the field down to the checkers with an advantage of several lengths between himself and second-place finisher Danny Butler.

While Hardin's win came with relative ease, Butler's paycheck was earned the hard way, as he had to hold off a charging Chuck Springsteen all the way

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Super SR/Women	Vintage/Quad
1:00 p.m. ..... Kids Race	1:00 p.m. 125/250/500
2:00 p.m. ..... Vets Race	
7:00 p.m. ..... Night Race	

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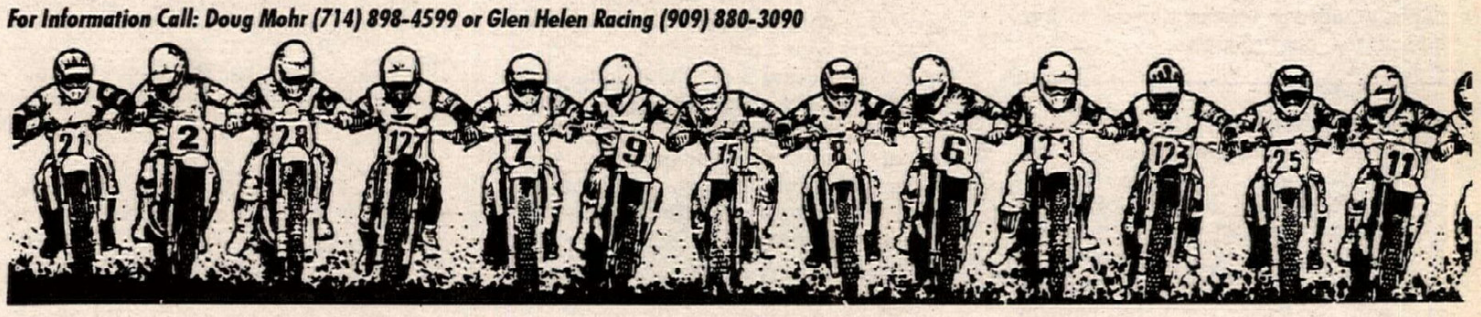

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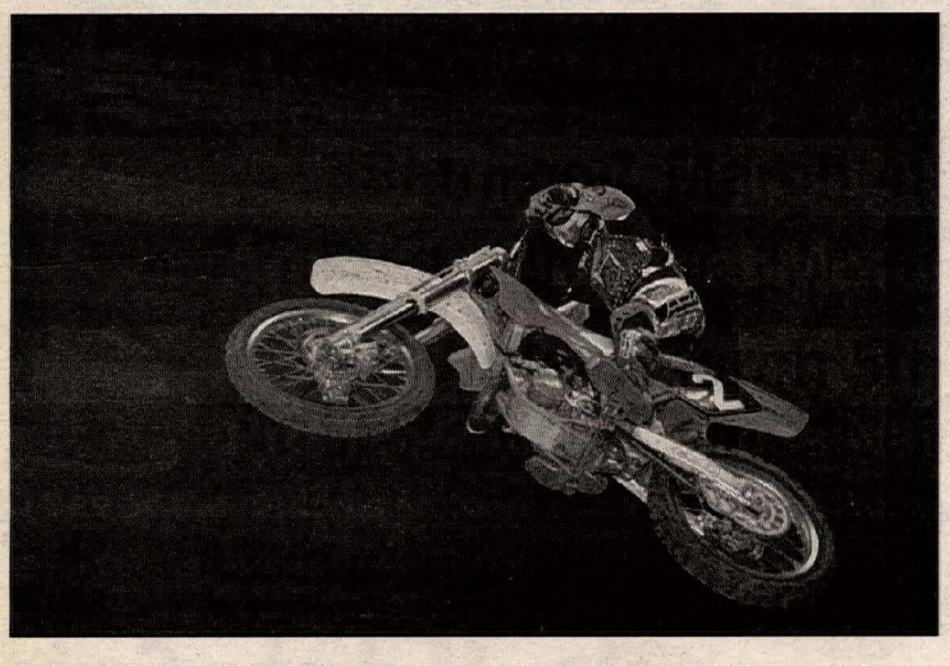

(Top) Doug Dubach (28) and Casey Johnson waged war in the 125cc Pro class at LACR's GFI Winter Series MX. Dubach emerged victorious.
(Above) Jimmy Gaddis continued to impress as the AMA National Arenacross Series stopped in Topeka, Kansas, taking three of the four Pro mains.

down to the wire. Chuck had turned a staggered restart to his advantage when he blew by four riders, going from last to fourth faster than the speed of a green light.

The final saw Springsteen get a reprieve from a bad start when he tangled with the back-stretch wall halfway through the main. On the restart, Springsteen charged from the back of the staggered start to fourth in line, matching the speed of starter Larry Schmid's finger on the light switch, but Springsteen was still a long way behind Hardin with only four laps to go.

While Hardin cruised out front, Springsteen bruised a few Hondas on his way to third. After blowing by Villella, he made one last desperate charge at Butler's position, but fell just short of his second-place objective.

Fans were treated to special exhibition race where 60-plus-year-old Bart Markel gave brothers Jay and Ken Springsteen a run for their money. Jay's brother Ken filled in for Randy Goss at the last minute when car racing obligations unhappily kept Goss from defending his 1994 win against Jay Springsteen and Markel. The two Springsteens kept Markel on his toes, but it was Bart who challenged Jay to the checkers after disposing of Ken in turn two with an inside pass. Ken was up in no time, rubbing his sore spots and watching as an older but still tough Markel challenged his brother all the way to the checkered flag.

The Flint M.C. has contributed over $175,000 to the Big Brothers/Big Sisters organization over the last 35 years and is expected to add another $8000 to $10,000 to the total this year. The 4100-plus seats were sold out before practice even started and 400 SRO tickets were sold before the promoters had to turn people away. The event has turned into one of the most popular sporting events of the winter in Michigan, and this is the third year in a row spectators have had to be turned away. CN

Results

PRO: 1. Brian Hardin (Hon); 2. Dan Butler (Hon); 3. Chuck Springsteen (Hon); 4. Bryan Villella (Suz); 5. Pat Buchanan (Hon).

EXHIB: 1. Jay Springsteen; 2. Bart Markel; 3. Ken Springsteen.

AMA National Arenacross Series: Round 8

Gaddis, Upshaw split 250s in Topeka

By Pam Lambert
Photo by Harold Green

TOPEKA, KS, JAN. 27-29

Each weekend of Arenacross brings a new location, new weather, new riders - and at round eight in the Kansas ExpoCentre - a new winner.

Jason Upshaw has won several times in heat and semi races on the National Arenacross circuit, but Upshaw finally stopped Jimmy Gaddis to become the winner of the 250cc main event on Friday.

Friday's first 250cc heat was full of heavy-hitters with Whitley charging into the lead ahead of Goodman, Buehl and Upshaw. Whitley took the win; Goodman and Buehl transferred to the main but Upshaw's fourth relegated him to the semi.

Doug Stone took the lead in heat two ahead of Gaddis, Rand and Morgan. Stone maintained his lead several laps before a major bobble gave Gaddis and opportunity to pass in the whoops. Gaddis took the win; Rand and Morgan transferred while Stone went to the semi.

Upshaw took charge in the first semi, leading from start to finish while Trey Owens and Brad Woolsey battled Andy Bower for positions in the main.

The near-capacity crowd came to its feet as Buehl grabbed the holeshot with Upshaw just behind. Gaddis was nearly last, as he hesitated off the start.

"I thought someone hit the rubber band, so I just waited for the red flag," Gaddis said. "I have no one to blame but myself. I should have nailed it off the start."

With Gaddis fighting his way through the field, the racing was intense. Upshaw skimmed through the whoops to take over the lead ahead of Buehl, and though most thought it would be short-lived, Upshaw held on lap after lap. Gaddis battled around riders to take over fifth place by the fifth lap only to fall down the next lap and drop back to next to last. Upshaw cruised around to take the win. Buehl was again the bridesmaid while fellow Suzuki rider Rand finished third. Team Green's Brad Woolsey held off Gaddis' charge for fourth. Gaddis finished fifth.

Gaddis pulled off the 125cc class Friday as well as both classes Saturday. Billy Whitley and Jeromy Buehl further spoiled Gaddis' weekend by splitting "Dash for Cash" races over the two nights. CN

Results

Friday

125 EX: 1. Jimmy Gaddis (Kaw); 2. Grayson Goodman (Hon); 3. Jeromy Buehl (Suz); 4. Greg Rand (Suz); 5. Jason Upshaw (Hon).

250 EX: 1. Jason Upshaw (Hon); 2. Jeromy Buehl (Suz); 3. Greg Rand (Suz); 4. Brad Woolsey (Kaw); 5. Jimmy Gaddis (Kaw).

50 STK: 1. Colton McLain (Yam); 2. Trent Mermis (Yam); 3. Justin Pinckard (KTM); 4. Craig Rouse (Yam); 5. Nathan Sandage (Yam).

Saturday

125 EX: 1. Jimmy Gaddis (Kaw); 2. Grayson Goodman (Hon); 3. Jeromy Buehl (Suz); 4. Shawn Morgan (Kaw); 5. Doug Stone (Kaw).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Grayson Goodman (Hon); 3. Jeromy Buehl (Suz); 4. Billy Whitley (Kaw); 5. Jamie Bennett (Hon).

50 STK: 1. Nathan Sandage (Yam); 2. Craig Rouse (Yam); 3. Trent Mermis (Yam); 4. Trevor Monks (Cob); 5. Colton McLain (Yam).

Sunday Amateur

50 MOD: 1. Trevor Monks (Yam); 2. Jacob Gragg (Kaw); 3. Patrick Myers (Yam); 4. Nathan Sandage (Yam); 5. Kyle Sandage (KTM).

65 (7-11): 1. Travis Shilling (Kaw); 2. Mike Klinger (Kaw); 3. Josh Luinstra (Kaw); 4. Colt Humphrey (Kaw); 5. Larry Klinger (Kaw).

85 (7-11): 1. Travis Shilling (Kaw); 2. Josh Luinstra (Kaw); 3. Jesse Ellis (Yam); 4. Colt Humphrey (Kaw); 5. Ryan Dirks (Kaw).

85 (12-13): 1. Andrew Short (Kaw); 2. Doug Leavitt (Kaw); 3. Brandon Petty (Yam); 4. Levi Humphrey (Kaw); 5. Josh Brychta (Suz).

85 (14-15): 1. Scott Meyer (Kaw); 2. Eric Fritzson (Kaw); 3. Casey Bolton (Yam); 4. Nick Delozier (Kaw); 5. Cory Young (Kaw).

85 BEG: (12-15): 1. Brandon Petty (Yam); 2. Randy Russell (Kaw); 3. Gabe Murray (Kaw); 4. Travis Murray (Kaw); 5. Tim Minary (Suz).

85 OPEN: 1. Andrew Short (Kaw); 2. Eric Fritzson (Kaw); 3. Scott Meyer (Kaw); 4. Casey Bolton (Yam); 5. Randy Russell (Kaw).

125 B: 1. Brian Stone (Kaw); 2. Todd Walton (Kaw); 3. Adam Zarda (Hon); 4. Travis Young (Kaw); 5. Shane Wenzel (Suz).

125 C: 1. Casey McDowell (Kaw); 2. Jon Stewart (Yam); 3. Cody Marek (Kaw); 4. Jay Goodman (Suz); 5. Rod Bell (Kaw).

125 D: 1. Brandon Stansbury (Kaw); 2. Jeff Patchin (Kaw); 3. Caleb Garrison (Kaw); 4. Darin MacDonald (Kaw); 5. Jeff Schultz (Hon).

125 OPEN: 1. James Ford (Hon); 2. Cory Francis (Kaw); 3. Chris Blankenship (Hon); 4. Jon Miller (Kaw); 5. Ben Thompson (Yam).

125 SCHBY: 1. Casey McDowell (Kaw); 2. Adam Zarda (Hon); 3. Jamie Smith (Hon); 4. Aaron Storey (Hon); 5. Jason Buggi (Hon).

250 B: 1. Todd Walton (Kaw); 2. Brian Stone (Kaw); 3. Cory Francis (KTM); 4. John Emhoff (Suz); 5. Mickey Newman (KTM).

250 C: 1. Jay Goosman (Suz); 2. Jon Stewart (Yam); 3. Brian Bacall (Suz); 4. John Emhoff (Suz); 5. Mickey Newman (KTM).

250 D: 1. Vincent Davis (Hon); 2. Paul Bales (Yam); 3. Tim Phelan (KTM); 4. Gordy Hahn (Hon); 5. Dan Sandridge (Yam).

250 OPEN: 1. Jon Miller (Kaw); 2. Stuard Rafos (Hon); 3. John Vazquez (Yam); 4. Lance Brooks (Yam); 5. Chris Schelienberger (Hon).

25+: 1. Billy Whitley (Kaw); 2. Shan Niday (Kaw); 3. Cy Chesterman (Kaw); 4. Greg Chicoine (Kaw); 5. Brian Kerns (Kaw).

30+: 1. Shan Niday (Kaw); 2. R.D. Peterson (Kaw); 3. Scott Morgan (Yam); 4. Greg Chicoine (Kaw); 5.Greg Baadi (Hon).

GFI Winter Series: Round 4

Hat trick for Dubach at LACR

By Tony Alessi

PALMDALE, CA, FEB. 5

Doug Dubach did the unthinkable at round four of the GFI winter series by winning six out of the six motos that he entered en route to an impressive triple class victory at Los Angeles County Raceway.

Dubach's "hat trick" included wins in the 125cc Pro, 250cc Pro and 30+ Pro classes, a performance not seen during any previous GFI Winter Series rounds.

Arguably the best race of the day was the 125cc Pro race, which ironically was second to the last race of the day. All eyes were focused on Team Green Pro-Am racer Casey Johnson and Team O'Neal's Dubach. The pair did not disappoint, waging all-out war during the first 125cc Pro moto. The two exchanged the lead too many times to count with the moto win coming right down to the wire. With the checkered flag in sight and some lappers in the way, the two stormed into the jump-filled finish-line straightaway side by side. But Johnson made a terrible mistake.

"I thought I had it won," Johnson said. "Then I tried to go around a lapper and bogged and went off the track."

Dubach threw his hand in the air as he took the win.

By the time that the second 125cc Pro moto rolled around late in the day, Dubach had already raced and won five motos, topping both the 250cc and 30+ Pro classes.

"Really it's a 50-50 call," Dubach said before the start of the second moto "I know the track better but he (Johnson) is fresher. It's going to come down to who wants to win more."

Don Upton holeshot the second moto but was quickly passed by Johnson and Dubach. The two again went at it hammer and tong, with Johnson leading the first four laps. Dubach dogged the Kawasaki rider in every turn off every jump and through every whoop section and finally made the pass. Johnson stayed within striking distance for the remainder of the race, but Dubach rode perfectly to secure the moto and overall victory. CN

Results

50 (4-6) STK: 1. Jeff Alessi (Yam); 2. Ryan McClintock (Yam); 3. Luis Reimer (Yam); 4. Bryce Terzian (Suz); 5. Edward Hening (Yam).

50 (7-8) STK: 1. Jared Tebo (Yam); 2. Michael Parker; 3. Giovanni Filippone (Yam); 4. Sean McInroe (Yam); 5. Chris Janchich (Yam).

50 OPEN: 1. Tyson Talkington (Yam).

60 F/T: 1. Kelly Tedder (Kaw); 2. James Hansen (Kaw); 3. Aron Tomata (Kaw); 4. Corey Walters (Hon).

60 BEG: 1. Ryan Tisinger (Kaw); 2. Brett Mountain (Kaw); 3. Cas Swift (Kaw); 4. Giovanni Filippone (Kaw); 5. Donald Chollar (Kaw).

60 NOV: 1. Sean Collier (Kaw); 2. Mark Palmer (Kaw); 3. Andy Pierce (Kaw); 4. Andrew Renshaw (Kaw); 4. Joe Hamilton (Kaw).

60 INT: 1. J.J. Hall (Kaw); 2. Cole Humphus (Kaw); 3. Chad Gauner (Kaw); 4. Scott Simon (Kaw); 5. Derrick McClintock (Kaw).

60 OPEN: 1. Scott Howe (Kaw); 2. Cale Wallace (Suz); 3. David Sullins (Kaw).

80 F/T: 1. Wendell Roe (Yam).

80 BEG: 1. Austin Jones (Suz); 2. Cale Wallace (Yam); 3. Chad Gaumer; 4. Sean Peer (Yam); 5. D.J. Priputen (Yam).

80 NOV: 1. Casey Gould (Yam); 2. David McFarland (Hon); 3. Shawn Scott (Yam); 4. Ryan Long (Yam); 5. Pete Dutton (Kaw).

80 INT: 1. Levi Reid (Yam); 2. Michnael Young (Hon); 3. Bobby Bonds (Kaw); 4. Ito Posca (Yam); 5. Scott Priputen (Yam).

125 BEG: 1. Jason Dubin (Suz); 2. Jave Pedrow (Kaw); 3. Jeremy Chaussee (Kaw); 4. Jonathan Schultz (Suz); 5. Joel Nelson (Yam).

125 NOV: 1. Greg Andrew (Suz); 2. Chris Neitzel (Suz); 3. Adam Pierce (Kaw); 4. Clint Shepard (Suz); 5. Jake Gribbon (Yam).

125 INT: 1. Loren Jenkins (Hon); 2. Lanny Turner (Suz); 3. Jerry Aleman (Yam); 4. Raymond Bowers (Hon); 5. John Tidey (Hon).

125 PRO: 1. Doug Dubach (Yam); 2. Casey Johnson (Kaw); 3. Don Upton (Suz); 4. Ty Kady (Suz); 5. E.J. Wright (Hon).

250 BEG: 1. Larry Turner (Hon); 2. Michael Kautz (Hon); 3. Irwan Dian (Yam); 4. Scott Carroll (Suz); 5. Jason Stockton (Kaw).

250 NOV: 1. Jason Abbott (Suz); 2. Brad Schultz (Suz); 3. Matt Polosky (Yam); 4. Joe Nevins (Yam); 5. Dan King (Yam).

250 INT: 1. Jeff Barbacovi (Yam); 2. Travis Roberson (Hon); 3. Scott Johnson (Suz); 4. Colin Couto (Hon); 5. Raymond Bowers (Hon).

250 PRO: 1. Doug Dubach (Yam); 2. Ray Sommo (Kaw); 3. Ty Kady (Suz); 4. Mike Beier (Yam); 5. Darrel Martens (Yam).

500 NOV: 1. Ron Goodwin (Hon).

500 PRO: 1. Terry Fowler (Hon); 2. Willy Musgrave (Hon); 3. Shawn Wynne (Hon); 4. Pete Murray (Hon); 5. Ray Sommo (Kaw).

25+ BEG: 1. Danny Canada (Kaw); 2. Darin Murdoch (Hon); 3. Bryan Bellman (Hon); 4. Todd Ford (Kaw); 5. James Standardi (Yam).

25+ NOV: 1. Daniel Barnett (Yam); 2. Paul Kellen (Yam); 3. Jeff Fish (Hon); 4. Matt Polosky (Yam); 5. Shane Lyden (Yam).

25+ INT: 1. Kevin Allman (Yam); 2. Steven Hofmeister (Hon); 3. Anthony Hadsall (Hon); 4. Loren Pochirowski (Hon); 5. Joe Merriam (Hon).

25+ EX: 1. Malcolm Watson (Suz); 2. Jonny Zahrt (Yam); 3. Jeff Barbacovi (Yam); 4. Travis Roberson (Hon); 5. Ken Zahrt (Yam).

30+ BEG: 1. Gary Garber (Yam); 2. Jerry Vaughn (Kaw); 3. Eric Farmer (Kaw).

30+ NOV: 1. Bob Bang (Yam); 2. Scott Pekarek (Hon); 3. John Gomez (Hon); 4. Mark Brooks (Suz); 5. Bill Reimer (Yam).

30+ INT: 1. Steven Hofmeister (Hon); 2. Joe Merriam (Hon); 3. Loren Pochirowski (Hon); 4. Steve Hernandez (Hon); 5. Ron Sharp (Suz).

30+ PRO: 1. Doug Dubach (Yam); 2. Mike Beier (Yam); 3. Willy Musgrave (Hon); 4. Pete Murray (Suz); 5. Dan McClintock (Yam).

30+ EX: 1. Jim Holley (Yam); 2. Jonny Zahrt (Yam); 3. Rod Richardson (Yam); 4. Ken Neitzel (Kaw); 5. Eric Beingesser (Yam).

35+ NOV: 1. Bob Bang (Yam); 2. Mark Brooks (Suz); 3. Dave Simon (Kaw); 4. Greg Mazzio (Yam); 5. Chet Malito (Hon).

35+ INT: 1. John Atwood (Yam); 2. Scott Freeman (Hon); 3. Jim Diyorio (Yam); 4. Joel Hariott (Yam); 5. James Coppedge (Yam).

35+ EX: 1. Marc White (Yam); 2. Kenny Zahrt (Yam); 3. Rod Richardson (Yam); 4. Ken Neitzel (Kaw); 5. Jeff Hariott (Yam).

40+ INT: 1. Bob Archer (Hon); 2. Lee Johnson (Yam); 3. W.G. Wilson (Suz); 4. Wayne Carey (Hon); 5. Bob Dunham (Yam).

40+ EX: 1. Rick Johnson (Hon); 2. Scott Freeman (Hon); 3. Jef Harriott (Yam); 4. John Atwood (Yam); 5. Randy Minter (Suz).

CMC Golden State Nationals (Northern Series): Round 1

Ryan, Matson wade through Riverfront competition

By John Silva

MARYSVILLE, CA, FEB. 4

Rick Ryan and Dean Matson divided the Pro-class wins as over 300 riders were on hand for the 1995 Golden State Nationals opener at Riverfront Park.

Although the Pro class was "peppered" with lots of new talent, the "seasoned" pros took home the gold and glory.

A dense fog lay heavy in Riverfront and visibility was poor as the riders lined up for the first 250cc Pro moto. The racers couldn't even see the first turn from the starting gate but Matson used timing and skill, mixed with a little faith, to lead the pack through the rutted left-hander. Shane Esposito was second with Greg Tirheimer third. Ryan had completed the first lap in fifth place but found progress halted by Rusty Holland's Suzuki. Ryan and Holland moved past Tirheimer then continued to battle among themselves for the remainder of the moto. At the flag it

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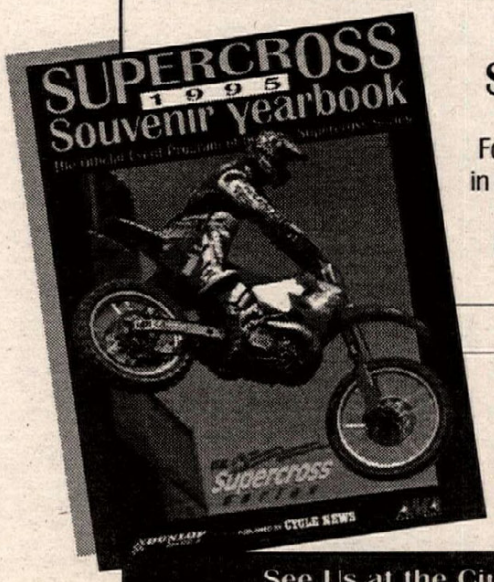

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Jason Larson (44) wheelies off the line en route to the 250cc B class win at the Waterworks Beachclub Lounge ice race on Centerville Lake.

was Matson, Ryan, Holland, Tirheimer and Scott Myers.

Moto two opened with much better conditions and another Matson holeshot, but Ryan was right there to make the moto tough for Matson. Ryan and Matson battled furiously for several laps before Ryan inched into a slight lead, with Matson and Holland trailing. Gomm came on strong to mix things up on the fourth lap, getting close enough to force both Ryan and Matson to pick up the pace. It was a close, but Ryan prevailed over his challengers for the moto and overall win.

In the 125cc Pro class, Holland holeshot and rocketed into the lead ahead of Esposito, Tyler Hummel, Gomm and Justin Tiearny. Meanwhile, Matson had gotten off the line late and had to play catch-up. Years of pro experience have made Matson a master of the passing game, and soon he was challenging Esposito for second place. Out front, Holland continued to lead and looked to have the cash counted until Ryan pulled a fast one on the final lap to take the win over Matson, Holland and a charging Myers.

In moto two, Matson didn't mess around, getting off the line quickly and staying that way all race to lead the moto start to finish. Ryan paced with Matson for the entire moto but had to settle for second. Myers was third, followed by new Tiearny and Gomm.

In the 80cc class, Jeff Northrop romped over the competition en route to the class win. Another Amateur who put on an outstanding ride was Brett Racine, who recently moved up from the 80cc class to race as a 125cc Junior. Racine smoked both of the Junior races to win over Chris Kafalas and Darrin Polsley. CN

Results

500 PRO: 1. Rusty Holland (Hon); 2. Rick Ryan (Hon); 3. Keith Mayes (Hon); 4. Dean Matson (Hon); 5. Jon Nelson (Hon).

250 PRO: 1. Rick Ryan (Yam); 2. Dean Matson (Yam); 3. Pat Gomm (Suz); 5. Greg Tirheimer (Hon).

125 PRO: 1. Dean Matson (Yam); 2. Rick Ryan (Suz) 3. Scott Myers (Kaw); 5. Pat Gomm (Suz).

25+ PRO: 1. Pat Gomm (Suz); 2. Rick Ryan (Yam); 3. Scott Myers (Yam).

UTH MSTR: 1. Jon Zahrt (Yam).

UTH AM: 1. Shawn Freiling (Kaw); 2. John Matalamaki (Yam); 3. Eric Liddell (Kaw).

VET MSTR: 1. Jon Nelson (Yam); 2. Ron Allen (Yam); 3. Jon Zahrt (Yam).

VET INT: 1. Tom Berry (Yam); 2. Steve Richards (Yam); 3. Gary Morris (Yam).

O/T MSTR: 1. Craig Schultz (Kaw); 2. Bob Hershey (Hon); 3. Peter Crowell (Kaw).

O/T AM: 1. John Thompson (Kaw); 2. John Cummings (Suz); 3. Gary Sluder (Hus).

VET JR: 1. Robert Stone (Kaw); Terry Huffer (Yam); 3. Stu Perry (Hon); 4. Jim Dallara (Hon); 5. Darin Miller (Yam).

VET BEG: 1. Phil Scott (Hon); 2. Craig Marleau (Suz); 3. Danny Evans (Yam).

250 INT: 1. Nathan Woods (Hon); 2. Tyce Jackson (Kaw); 3. Brian Sweany (Suz); 4. Casey Musick (Hon); 5. Jason Fields (Kaw).

250 JR: 1. Josh Chisum (Hon); 2. Jeremy Cade (Suz); 3. Robert Stone (Hon); 4. Chris Kafalas (Hon); 5. Glen Brickey (Suz).

250 BEG: 1. Kevin Larson (Hon); 2. Ron Mies (Kaw); 3. David Chick (Kaw); 4. Mike Segundo (Hon); 5. Louis Lopez (Kaw).

125 INT: 1. Cliff Cook (Kaw); 2. Jason Fields (Kaw); 3. Tyce Jackson (Kaw); 4. Jason Jenkins (Hon); 5. Chris Cooley (Yam).

125 JR: 1. Brett Racine (Kaw); 2. Chris Kafalas (Hon); 3. Darin Polsley (Hon); 4. Calvin Andlovec (Yam); 5. Joe Machado (Hon).

125 BEG: 1. James Malibie (Hon); 2. Steve Marty (Hon); 3. Ryan Freeman (Kaw); 4. Ron DeJesus (Suz); 5. Zeb Armstrong (Kaw).

80 (12-13): 1. Daniel Blair (Suz); 2. Dustin Miller (Hon); 3. Matt Morgan (Yam).

80 (7-11): 1. Ryan Morais (Yam); 2. Bobby Bonds (Kaw); Mike Northrop (Suz).

80 (12-16): 1. Jeff Northrop (Kaw); 2. Andy Gregg (Kaw); 3. Michael Diloreto (Yam).

80 BEG: 1. Michael Anderson (Yam); 2. Jesse Olson (Hon); 3. Kenny Bell (Yam); 4. Adam Huffer (Suz).

60 (9-11): 1. Ryan Morais (Kaw); 2. Robert Harold (Kaw).

60 (0-8): 1. Vincent Blair (Kaw); 2. Charlie Morrison (Kaw); 3. Nick Davis (Kaw); 4. Anthony Heuser (Kaw); 5. A.J. Perez (Kaw).

P/W 50: 1. Jonathan Withrow (Yam).

50 JR: 1. Anthony Houser (Yam).

50 STK: 1. Zack Ham (LEM).

Deal dashes to Centerville Ice Race win

By Tim McBride

CENTERVILLE, MN, JAN. 29

Ten-year-old Adam Deal increased his unbeaten streak to three in the 80cc Mini class during the Dirt Track Riders Association's third ice race of the season, hosted by the Waterworks Beachclub Lounge on Centerville Lake.

Deal jumped into the lead at the start of the 80cc main event but was quickly under pressure from Adam Henrichs. The duo diced closely in the opening laps in what appeared to be a rematch of the heat race which Deal won. Henrichs made a move to the inside of Deal in turn four, but his bid for the lead was dashed when the two riders bumped and Henrichs crashed. The incident left Deal with an impeded path to the checkered flag. Matt Powers inherited the runner-up spot ahead of Bobby LePage and a recovered Henrichs.

John Larson also scored wins for the third consecutive race. Riders in the Open B and Vet 30+ classes had to play second fiddle to the Larson's Cycle Racing-sponsored veteran once again, as he continued to dominate both divisions. Jason Larson was also on a roll, picking up his second consecutive win in the 250cc B class by easily outdistancing Jesse Blomberg, Greg Jendro, Dave Peterson, Quentin Blomberg and the rest of the field.

The first Open A class ice race of the season saw GNC dirt track expert Dan Zitur record the win ahead of a spirited battle for second between Verdeen Langland and Norb Gregory. Langland eventually came out ahead of Gregory.

Results

OPEN A: 1. Dan Zitur (W-R); 2. Verdeen Langland (Hon); 3. Norb Gregory (Hon).

VET 30+: 1. John Larson (KTM); 2. Verdeen Langland (Hon); 3. Joe Tromberg (Hon); 4. Mark Deal (Hon); 5. Mike Tehro (Hon).

OPEN B: 1. John Larson (KTM); 2. Jeff Milbrandt (KTM); 3. Mark Deal (Hon); 4. Joe Tromberg (Hon); 5. Dave Jendro (KTM).

STK FRM: 1. Jay Tromberg (Yam); 2. Buzz Arndt (Yam); 3. Joe Tromberg (Yam).

250 B: 1. Jason Larson (Hon); 2. Jesse Blomberg (Hon); 3. Greg Jendro (KTM); 4. Dave Peterson (Duc); 5. Quentin Blomberg (Hon).

NOV: 1. Quentin Blomberg (Hon); 2. Doug Deering (KTM); 3. Greg Jendro (KTM); 4. John Ohman (Cag); 5. Harold Eilgberg (Hon).

80: 1. Adam Deal (Yam); 2. Matt Powers (Kaw); 3. Bobby LePage (Kaw); 4. Adam Henrichs (Hon).

50: 1. Cody Swenson (Yam); 2. Travis Henrichs (Yam); 3. Lance Gassert (Yam); 4. Randy DiBart (Yam); 5. Kellcie Young (Yam).

Fay cruises at Elma Indoor ST

By Bob Moran

ELMA, WA, JAN. 28

Mickey Fay got the holeshot and led all 15 laps for the Pro final victory at the Elma indoor short track facility.

A big crowd was on hand to see the 600cc National Champ win his seventh race at the Elma indoor in as many months. A very long night of racing saw some 260 riders compete in almost 50 main events. The excellent showing of riders was one of the biggest AMA dirt track turnouts in the past year.

Three Pro heats determined the transfers to the main. The first was won by Chris Fitzhugh with Troy Rose finishing second to get the other direct transfer. Heat two was the fastest heat, with National number 12, Rex Fisher, taking the checkered flag ahead of Pro-Am rider Steve Pruczinski. The final heat saw Fay go wire-to-wire finishing easily in front of National number 35, Jeff Annen, who had jumped the gun and had to start from row two.

The first attempt at the main event was scrubbed when Annen jumped the start again and was sent to the third row. On the second start, Fay grabbed the lead in the main event by closing the door on Fisher, who sat on the pole. Fisher got into trouble coming off turn two with Wade, Pruczinski and Patterson dropping Fisher to fifth. On lap two, Fisher once again got into trouble, tangling with Annen. Both riders killed their engines and ended up in the infield.

By lap three, Fay was gone, and Pro-Am rider Pruczinski was hanging on to second. On lap six, Fitzhugh moved into second but had no chance to get the leader. On lap 10, Price moved up to challenge Pruczinski. After getting a poor start, the youngest expert on the track worked his way through the pack and moved into third with four laps to go. Pruczinski hung on to fourth, Serles finished fifth and Rose got the final paying spot.

Results

P/W: 1. T.J. Hagmann (KTM); 2. Matt Houseman (Yam); 3. Tyler Goos (Suz); 4. Mathew Bowling (Yam); 5. Dustin Pruczinski (KTM).

50 STK: 1. Kyle Dwyer (Cob); 2. Kevin Bunger (Itj); 3. Michael Rockester (Itj); 4. Amy Pruczinski (KTM); 5. Matt Houseman (Yam).

60: 1. Chris Waite (Kaw); 2. Kyle Bunger (Kaw); 3. David Rochester (Kaw); 4. Cody Thompson (Kaw); 5. Duane Ash (Hon).

80: 1. Jacob Holden (Hon); 2. Chris Waite (Hon); 3. Scooter Vemon (Hon); 4. Kyle Bunger (Hon); 5. Kurtis Hawk (Suz).

125: 1. Kyle Strutz (Hon); 2. Rick Wannbo (Kaw); 3. Ryan Gilbert (Yam); 4. Steve Akin (Hon); 5. Mark Studebaker (Hon).

250: 1. George Prindiville (Hon); 2. Joe Lenz (Yam); 3. Bryon Dotson (Bult); 4. Todd Hagmann (Kaw); 5. Rick Hill (Bul).

VINT 250: 1. Russ Lynch (Yam); 2. Larry Ward (Hon); 3. Matt Zemanek (Kaw); 4. Roger Guthier (Kaw).

VINT SGL: 1. John Fox (Bul); 2. John Parrish (Hon); 3. Rick Fox (Mai); 4. Jeff Strutz (Hon); 5. John Byers (C-A).

VINT PRE-UNIT: 1. Ron Predmore (BSA); 2. Shannon Hamilton (BSA).

VINT TW: 1. Mike Harritt (Yam); 2. John Paul Mierz (Hon); 3. Gary Beach (Tri); 4. Willie Ward (Yam); 5. James Coppedge (BSA).

30+ (250): 1. Russ Lynch (Yam); 2. Rick Hill (Bul).

30+: 1. John Parrish (Hon); 2. Mark Studebaker (Hon); 3. Steve Haug (Yam); 4. Rod Estes (BSA); 5. Frank Mock (Yam).

40+: 1. Stephen McCauley (Rtx); 2. Ron Predmore (BSA); 3. Arlen Anderson (Hon); 4. John Byers (Bul); 5. William Ausbun (Yam).

OPEN: 1. Steve Haug (Yam); 2. Michael Lester (Hon); 3. Scott Ausbun (Yam); 4. Frank Mock (Yam); 5. Eddie Huner (Hon).

PRO: 1. Mickey Fay (W-R); 2. Chris Fitzhugh (W-R); 3. Eli Price (Rtx); 4. Steve Pruczinski (Yam); 5. Troy Rose (Yam).

Holbert dominates 50s at Lakeside Motocross

By T.Q. Jones

BASTROP, TX, JAN. 22

Andrea Holbert stood out from the nearly 100 entries that showed up for the first race of the season at Lakeside Motosport Raceway, as the eight-year-old smoked both 50cc classes.

Holbert left the boys in her dust, and only a mechanical problem kept her from winning all four motos in 50cc Stock and 50cc Modified class; she took third in the first 50cc Modified moto. Holbert rode the first half-lap of the second moto cautiously on the repaired bike, then just blew by everybody to win easily and take first overall. She won both motos in the 50cc Stock class, getting the holeshot in the second and lapping a couple of riders in the three-lap moto.

The 125cc Beginners put on a great show, with Tommy Andrade, Justin Praesel, Brian Broussard, Roy Horton and Justin Hale combining to keep things interesting. Andrade's holeshot in the first 125cc Beginner moto let him hang on for third behind Horton's Suzuki and Praesel's Honda.

Horton punted away his chances with a fifth in the second moto and Broussard traded with him, taking first after finishing fifth in the first moto, and Praesel had his troubles, but Hale was on the move. After a rotten eighth-place start, he came through to finish third in the second moto and drop Praesel back to fourth. That hurt Praesel's placing, as he would have finished second overall instead of third. Andrade took advantage of the mayhem behind him to finish second in the second moto and take home the first-place trophy without winning a moto.

Phillip Kollaja won the 80cc Beginner class easily on a new Yamaha and punctuated that by taking second in the 80cc Open class behind B.J. Breeden.

Brian Johnson won both motos in the 125cc Novice and took a pair of seconds in the 125cc Open class behind Ross Dhayer.

Results

50 STK: 1. Andrea Holbert (Yam); 2. Jason Sims (Yam); 3. Johnny McHenry (KTM); 4. Justin Taylor (Yam); 5. Dan Newkirk (Yam).

50 MOD: 1. Andrea Holbert (Yam); 2. Jonathan Schneider (Yam); 3. Justin Jackson (Yam); 4. Donald Rollings (Yam); 5. Ronny Jackson (Yam).

60 JR: 1. Brian Broussard Jr. (Kaw); 2. Justin Sims (Kaw); 3. Chase Simpson (Kaw); 4. Chance Davis (Kaw); 5. Jacki Hudson (Kaw).

60 OPEN: 1. Waylon McCulloch (Kaw); 2. Zane Green (Kaw); 3. Chase Simpson (Kaw); 4. Chance Davis (Kaw); 5. Jacki Hudson (Kaw).

80 BEG: 1. Phillip Kollaja (Yam); 2. Darin Stubbs (Hon); 3. Sean Green (Kaw); 4. Chris Hofmeister (Hon); 5. Waylon McCulloch (Kaw).

80 OPEN: 1. B.J. Breeden (Yam); 2. Phillip Kollaja (Yam); 3. Mike Boswell (Yam); 4. Harley Murphy (Yam); 5. Darin Stubbs (Hon).

125 BEG: 1. Tommy Andrade (Yam); 2. Brian Broussard (Suz); 3. Justin Praesel (Hon); 4. Roy Horton (Suz); 5. Justin Hale (Kaw).

125 SCHBY: 1. Brian Johnson (KTM); 2. B.J. Breeden (Kaw); 3. Justin Praesel (Hon); 4. Jad Drummond (Yam); 5. Ryan French (Kaw).

125 NOV: 1. Brian Johnson (KTM); 2. Joe Gregorek (Hon); 3. Will Murphy (Yam); 4. Jad Drummond (Yam).

125 OPEN: 1. Ross Dhayer (Suz); 2. Brian Johnson (KTM); 3. Wally Garrett (Yam); 4. Will Murphy (Yam).

250 BEG: 1. James Clausen (Hon); 2. Cody Yoakum (Kaw); 3. Raul Carrasco (Hon).

250 INT: 1. Ross Dhayer (Suz); 2. Robert Harris (Yam); 3. Jody Harris (Suz).

25+: 1. Jack Beckham (Hon); 2. Robert Tiemann (Hon); 3. Tom Hudson (Kaw); 4. Shayne Brightwell (Hon); 5. Jeff Meerdink (Hon).

30+: 1. Tom Hudson (Kaw); 2. Ronnie Taylor (Hon); 3. Joe Gregorek (Hon); 4. Russell Chapman (Hon); 5. Shayne Brightwell (Hon).

Turner hangs on at St. George Motocross

By Erich M. Sagers

ST. GEORGE, UT, FEB. 4

Consistency paid off for Honda pilot Travis Turner at the St. George Raceway, as he won the 125cc Junior division with 1-3 moto finishes.

First-moto action began with Turner launching into the lead with a picture-perfect holeshot. Justin Deschamps, Rob Phillips and 80cc Pro rider Larry Leavitt followed closely behind the leader. Leavitt, riding exhibition (not scored with 125s) on his 80cc Yamaha, provided the fans with some intense racing action. On the first lap, Leavitt railed the outside of a fast left-hander which set him up to triple jump past Phillips into third position. Two corners later, Leavitt made his move on second place Deschamps using a smoother line through the whoops.

Meanwhile, Turner was able to extend to a small advantage over the pack. His advantage, however, was short-lived. On lap three, Leavitt's more aggressive style in the whoops enabled him drive around the outside of Turner for the lead. Leavitt then wasted no time in mounting a sizable lead.

After a third-place start, Phillips went backwards into seventh place, allowing riders Matt Welch, Jason Bradshaw and Brad Southwick to take over the fourth, fifth and sixth positions, respectively.

On lap three, Phillips regrouped and passed both Bradshaw and Southwick for fifth place over a tricky double exiting the whoop section. Southwick then fell out of contention after going down off a camelback jump. Last-lap excitement saw Bradshaw crashing off the newly built-up triple while challenging Phillips for fifth place. Taking the checkers was Leavitt followed by Turner, Deschamps, Welch and Phillips rounding out the top five.

In the second moto, Phillips grabbed the holeshot and never looked back. However, Phillips was challenged by the hard-charging Leavitt, who had worked his way up from a fourth-place start. Leavitt's march to catch Phillips was highlighted by a banzai, use-all-of-the-track, outside move on the long, right-hand sweeper, passing Deschamps for third place. On the white-flag lap, Leavitt managed to catch Phillips but bobbled in the whoops to give Phillips the advantage at the checkers. Leavitt, Turner, Welch and Deschamps finished out the top five.

Results

P/W BEG: 1. Eric Barlow (Yam); 2. Nathan Last (Yam); 3. Joshua Olson (Yam).

P/W NOV: 1. Nick Last (Yam); 2. Mathew Schamback (Yam); 3. Michael Dax (Yam).

60 BEG: 1. John Willburn (Kaw); 2. Matt Schamback (Kaw); 3. Tyler Mortenson (Kaw).

60 PRO: 1. Kyle Sharer (Kaw); 2. Ty Wall (Kaw).

80 NOV: 1. Dustin Malmgreen (Hon); 2. Tyler Barney (Yam); 3. Kevin Roberts; 4. Curtis Bradshaw (Kaw); 5. Jason Simpson (Hon).

80 INT: 1. R.J. Service (Yam).

80 PRO: 1. Larry Leavitt (Yam); 2. Bryan Hatch (Hon); 3. Shawn Last (Hon).

125 BEG: 1. David Crapo (Suz); 2. Jeremy Larson (Kaw); 3. Ben Rushing (Suz); 4. Ryan Sullivan (Suz); 5. Ryan Cox.

125 NOV: 1. Travis Turner (Hon); 2. Rob Phillips (Yam); 3. Matt Welch (Yam); 4. Justin Deschamps (Yam); 5. Dan Aposhian (Yam).

125 INT: 1. Manny Cypers (Yam); 2. Ryan Pool (Hon); 3. Adam Rees (Yam); 4. Landon Leavitt (Yam); 5. Bryan Copyak (Yam).

125 PRO: 1. Steve Liedberg (Hon); 2. Brad Frampton (Yam); 3. Chad Wallwork (Yam); 4. Tad Porter (Yam); 5. Dan Carn (Kaw).

250 BEG: 1. Chris Barney (Hon); 2. Jeremy Larson (Kaw); 3. Ben Rushing (Suz); 4. Ryan Sullivan (Suz); 5. Ryan Cox.

250 NOV: 1. Brandon Simcox (Kaw); 2. Justin Deschamps (Yam); 3. Ryan Sagers (Hon); 4. Scott Davis (Hon).

250 INT: 1. Sam Mortenson (Kaw); 2. Cole Wallwork (Yam); 3. Erich M. Sagers (Yam); 4. Craig Tillet (Hon); 5. Skip Smith (Yam).

250 PRO: 1. Brad Frampton (Yam); 2. Chad Wallwork (Yam).

OPEN NOV: 1. Brent Bush (Kaw); 2. Eric Duckro (Hon); 3. Brandon Scott (Hon).

0-25 VET: 1. Erich M. Sagers (Yam); 2. Bradly Simcox (Kaw); 3. Todd Spencer (Yam); 4. Cornell Canter (Yam); 5. Shane Hatch (Hon).

0-35 VET: 1. Rusty Whipple (Kaw); 2. Wayne Johnson (Kaw); 3. Bryan Bawden (Hon).

Hallsted dominates Stalwart Trial

By Rod Jackson

TILLAMOOK, OR, JAN. 29

Beta rider Lonny Hallsted wrung out the competition in Columbia Observed Trials Association's annual Stalwart Trial to start the year off right on a super wet Super Bowl Sunday.

With only four dabs for the entire day, the Portland Off Road Center/Galfer/MCM-sponsored Hallsted bested Beta teammate Dennis Sweeten by 14 marks as the two top riders in the Pacific Northwest dueled for dominance.

Sweeten dropped a five early after a costly mistake, while Hallsted (using a bit of psyche) stayed clean until midtrial where a down/up off-camber that was slick as an oiled iceberg caught him for a three. The same section, same turn caught his only other dab in 30 section attempts.

Rod Smith, also a whizbang bicycle trickster, stayed just one foot ahead of fellow Washingtonian Dan Dwyer to claim the Advanced class win. Bill "Retroboy" Eckstein dragged an anachronistic twin-shock Fantic to a one-point victory over fellow old fart Rod Jackson in the Senior division.

The Intermediate class saw reformed knee-dragger Mike Given take the win over last year's top Oregon Novice, Kyle Begell, while Joe Gannison squeaked by Dennis Shreiter for the Novice win.

Results

EX: 1. Lonny Hallsted (Bet); 2. Dennis Sweeten (Bet); 3. Kevin Krahel (G-G); 4. Scott Stewart (G-G); 5. Jay Terry (G-G).

ADV: 1. Rod Smith (Bet); 2. Dan Dwyer (G-G); 3. Will Sweeten (Yam); 4. Keith Ditmars (Mon); 5. Blake Landon (G-G).

SR: 1. Bill Eckstein (Fan); 2. Rod Jackson (G-G); 3. Tom Dickman (Fan); 4. Mike Wirth (Yam).

INT: 1. Mike Given (Yam); 2. Kyle Begell (G-G); 3. Walt Woolley (G-G); 4. Mike Moore (Fan); 5. Lisa Krahel (G-G).

NOV: 1. Joe Gannison; 2. Dennis Shreiter (Fan); 3. Wes Hanson; 4. Dave Goedert (Mon); 5. Clyde Zeller (G-G).

Bergstrom blasts San Jose Marathon Challenge

By Bill Spencer

SAN JOSE, CA, FEB. 5

With the rains in remission for nearly a week, the San Jose Speedway Marathon Challenge resumed at the Santa Clara County Fairgrounds, with Paul Bergstrom emerging as the big winner in race number two, the 250cc class.

The Loral Lake Racing-supported Bergstrom had one duel with Vet rider Scott Larson before leading the final 40 minutes of the one-hour race and taking the win by a large margin. Gary Plattje was third overall followed closely by Jerry Castillo and Danny Malfatti, who was riding gamely despite a lingering knee injury.

David Bentley opened up the day with a win in race number one on his CR125. Bentley defeated road racer Darrell Clingerman and Scott Heywood. Dorrey Ingoglia topped the small enduro bike contingent.

The San Jose Yamaha-sponsored High Noon Shootout went to the duo of Sean Lollar and Brett Landes, who beat the 40-team field. Youngsters Gary Rogers and Nate Wait were second after Anthony DeMario pulled over after riding so hard as an Ironman.

Greg Kaholz was on fire in the Ironman Sportsman division while the team of Billy Tetrick and Billy Luker took the Enduro-thon Sportsman division over Jason Sirany and Tom Morrell.

Rory Muscatel took the final event of the day, with Nick Nazzisi second. Jason Stefani bulldogged his way third overall ahead of Brad Spencer. CN

Results

RACE 1: 1. David Bentley (Hon); 2. Darrell Clingerman (Kaw); 3. Scott Heywood (Suz); 4. Dorrey Ingoglia (Hon); 5. Rick O'Brien (Hon).

RACE 2: 1. Paul Bergstrom (Kaw); 2. Scott Larson (Yam); 3. Gary Plattje (Yam); 4. Jerry Castillo (Hon); 5. Danny Malfatti (Hon).

RACE 3: 1. Sean Lollar/Brett Landes (Hon); 2. Rob Damron (Suz); 3. Gary Rogers/Nate Wait (Yam); 4. Greg Kamholz (Hon); 5. Billy Tetrick/Billy Luker (Hon).

RACE 4: 1. Rory Muscatel (Suz); 2. Nick Nazzisi (Yam); 3. Jason Stefani (Hon); 4. Brad Spencer (Hon).

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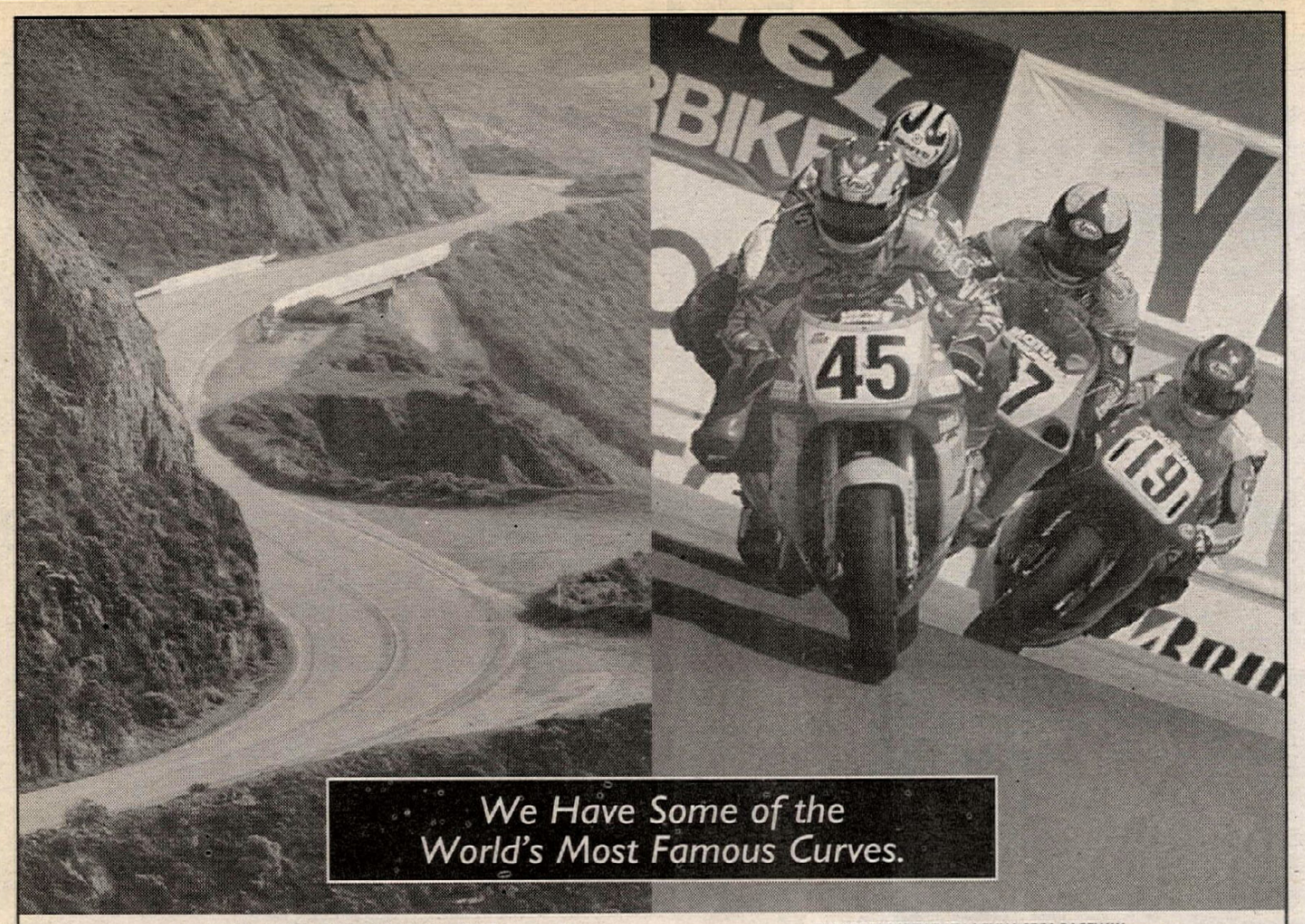

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PRODUCT EVALUATION

Gerbing's heated riding suit

Year-round summer

Every now and then we come across a product that, after using it, makes us wonder just how in the heck we managed without it. One such product is the fully heated riding suit from Gerbing's Heated Clothing, Inc. Gerbing's is located in Union (near Seattle), Washington, so Gordon Gerbing, the company's founder, is certainly no stranger to cold and wet weather.

Gerbing sent a bright-red, one-piece, electric riding suit, including optional electric leather gloves and socks for us to evaluate over the winter months. Gerbing's also offers a wide variety of riding gear combinations, such as two-piece suits, separate jackets, pants, jacket liners, vests, gloves and socks - all of which are heated. Gerbing custom fits every suit and jacket after the buyer fills out an information sheet with his/her respective sizes, and Gerbing says he'll work with you until you are completely satisfied with the fit.

All of the Gerbing's suits are constructed of 100-percent urethane-coated nylon with polyester fiberfill insulation and nylon interlining. The sleeve cuffs are made of soft elastic knit, and there's an adjustable nylon belt with a quick-release buckle around the waist that allows for a snug fit. Each leg has two full-length zippers with Velcro-fastened storm flaps. At the bottom of each leg, there are Velcro-fastened, fold-over straps that cinch the leg-ends around the rider's boots or ankles. The suit also has a wide, adjustable Velcro neck flap. Three large pockets - two front leg pockets and one left breast pocket - provide plenty of storage space for wallets, keys, etc. And, for added safety, Scotchlite reflective stripes are sewn in across the shoulders and down the sides of the arms.

The electric socks and leather gloves that Gerbing's sent along simply plug into the main suit. No special wiring harnesses are necessary.

The suit's wiring takes only minutes to install. All you have to do is attach a wire to the motorcycle's battery and let

the end plug hang out the side of the bike. When you mount the motorcycle, you just plug that wire into another wire that comes out of the suit's left leg pocket. The electricity is turned on and off via a switch that is connected to the wire coming out of the suit. The switch is quite large so as to make it easy to locate - by feel - through bulky winter gloves. For an additional $59.95 Gerbing's offers permanent or portable thermostats which eliminate the need for the on/off switch.

Within 15 seconds of turning on the switch, you can feel the heat beginning to circulate through the suit. In about two minutes, you're downright warm, even in 40-degree temperatures. The feeling is truly amazing. It's like wearing an electric blanket.

The coldest temperatures that I rode in while wearing the suit hovered in the low 30s, and the suit simply worked awesome. I was very comfortable although a couple of my fingertips got a little cold because the heat seemed to have a hard time reaching the finger ends of the gloves.

I eventually discovered that the suit works best when wearing a thin layer of clothing underneath it rather than bulking up with sweatshirts or jackets. Lighter clothing allows the heating pads to work closer to your body, so it is important that the suit fits fairly snugly.

The socks do a wonderful job of keeping your feet warm, though you can certainly feel the wires between your feet and the ground when walking. This can be a little uncomfortable after a while.

Perhaps the most asked question we heard was, "What happens when it rains? Do you get electrocuted?" Gerbing says, "No." But as an added safety measure, a 20-amp fuse is built into the wiring system should anything go wrong.

Even with the electrics turned off, the suit will still keep you well protected from cold air. On many occasions, we wore the suit and never turned it on. Gerbing also says that his riding gear is water resistant, and we can vouch for that. We rode through light rain a few while times while wearing the suit and remained dry. As far as serious rain, we can only assume that eventually you'll get a little wet.

I only had a few complaints with the suit. First, the zippers would constantly get stuck in the thin storm flaps while climbing in and out of the suit, and the fuse blew twice - both times in dry weather.

Personally, I must admit that I'm a wimp when it comes to cold-weather street bike riding, but not anymore. It's been well over three months since I've been forced to drive my car to work and sit in traffic because of the cold, and much of this has to do with the Gerbing's heated suit. I now no longer care when I walk out in the morning and see my breath or frost on my bike's seat. In my opinion, the riding suit we tested is easily worth its $324.50 asking price (add $99.50 for the gloves and $59.50 for the socks). With the Gerbing's suit you can pretty much ride year-round - in comfort.

The Gerbing's heated suits and jackets come in a variety of colors and with a 30-day unconditional guarantee, and a lifetime warranty on the electrics. Sizes run from XXS to XXL, all at the same price.

For more information, contact Gerbing's Heated Clothing, Inc., E 750 Dalby Rd, Union, WA 98592, or call 360/898-4225.

Kit Palmer

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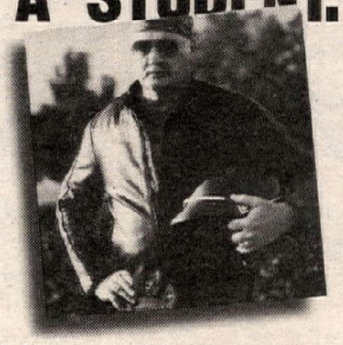

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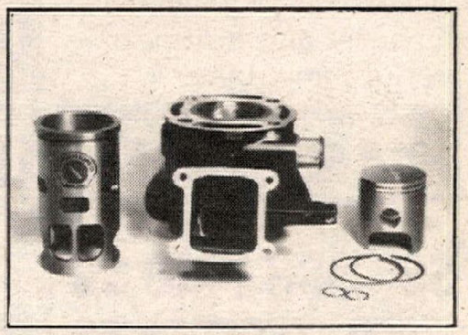

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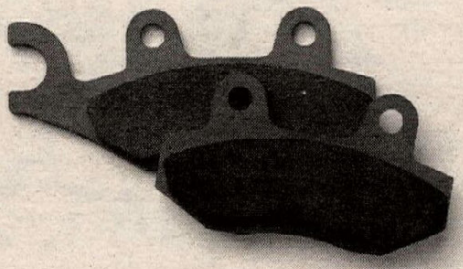

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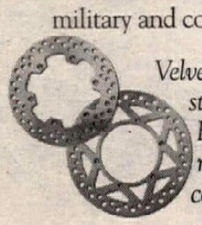

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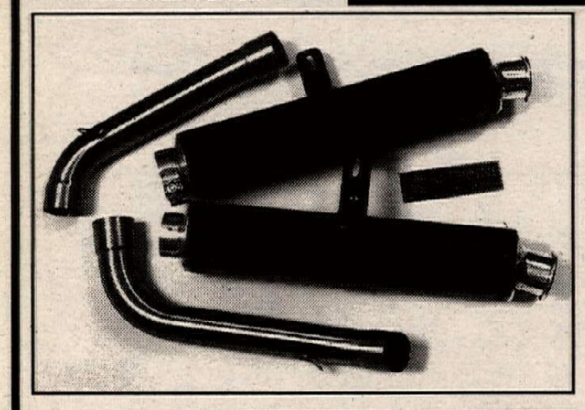

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Special: THURSDAY: "Sidecar & Trike Day & Show". All Sidecars & Trikes get in FREE. Sign-up 12:30 - 2:30; Judging 3:00. FRIDAY: "Antique Bike Day & Show". All Stock 20 Years or Older get in FREE. 10 Classes; Sign-up 12:30 - 2:30; Judging 3:00. SATURDAY: "European Bike Day & Show". All Bikes from Europe in FREE. Sign-up 12:30 - 2:30; Judging 3:00

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National Motosport Association

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(810) 673-3366 (810) 673-8144 FAX
UPS Daily

VIDEO REVIEW

Holeshots: Getting Out First

When you mention instructional MX videos, one name usually comes to mind first: Gary Bailey. As the "father" of motocross schools, Bailey has in recent years branched out into the instructional video market, making it possible for everyone to "attend" one of his schools. Bailey can be seen at many supercross and national events throughout the year with camcorder in hand. But Bailey doesn't just film the race - he usually films only certain parts of a rider's body as he races by. Why? Because the Professor has a way of noticing and analyzing things that most people would not. Filming a rider's feet as he blasts through a whoop section may help Bailey analyze where the fastest racers stand on their pegs, and zooming in on a rider's upper body may reveal the best body positioning for railing through a rutted corner. Simply put, Bailey is a master of figuring out what does, and doesn't work.

In his latest video creation, "Holeshots: Getting Out First," Bailey dissects the fast-starting techniques of many of today's top professionals through close observation of each rider's starting technique.

How many times have you actually practiced starts? I for one, must admit that the only time I used to practice starts were on race day. According to Professor Bailey, though, a start is actually 70% of the race on a normal race day, and up to 90% in muddy or dusty conditions. "It's the only place where you can pass all of your competitors on a single straightaway," he explains.

It makes sense, doesn't it?

In the video, Bailey offers several tips that can make a world of difference. Among the subjects covered are proper gear selection, which fingers to use on the clutch lever, proper body positioning, and throttle control/clutch modulation. But blasting out of the gate is still only part of a good start - Bailey also explains how to pick a good starting gate, and how to successfully maintain your good jump through the all-important first turn. Attitude? Of course, the right attitude can make a tremendous difference, and Bailey covers mental preparation as well.

Making all of this information easier to understand are Bailey's video clips. As he explains each technique, many familiar pro riders are shown doing exactly what he dictates. Just as entertaining are the clips of several "non-star" riders doing exactly what he says not to. When you keep your eyes alert, it is easy to see the difference between the right and wrong techniques. Okay, so all of the basics that I've mentioned so far are common knowledge, right? Well, there's one more little secret that the Professor offers that makes all the difference in the world.

Want to know what that little secret is? "Holeshots: Getting Out First," costs $16.95, and is available from Gary Bailey Videos and MX School, Dept. CN, P.O. Box 130, Axton, VA 24054, 703/650-1759, FAX 703/650-2120.

And trust me, though I learned Bailey's "secret" while attending one of his MX schools, the video does just as good a job of teaching the proper starting technique. Since attending Bailey's school, the proper technique that I learned has consistently propelled me to the front of the pack - through the first turn, at least.

Donn Maeda

CALENDAR

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World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
5/21 Nurburgring, Germany, Rnd 5
6/11 Mugello, Italy, Rnd 6
6/24 Assen, Netherlands, Rnd 7
7/9 Le Mans, France, Rnd 8
7/23 Donington Park, Eng., Rnd 9
8/6 Elkhart Lake, WI, U.S., Rnd 10
8/20 Brno, Czech. Republic, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, CA, U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, Fra., Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
5/20 Wroclaw, Poland
6/17 Wiener-Neustadt, Austria
7/8 Abensberg, Germany
8/12 Linkopink, Sweden
9/9 Vojens, Denmark
9/30 Coventry, England

World C'ship Ice Race Series
2/18-19 Warsaw, Poland
3/11-12 Assen, Netherlands
3/18-19 Hamar, Norway
* 2/25-26 Frankfurt, Germany
* Final

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

AMA Grand Nat'l C'ship Series
3/11 Daytona Beach, FL, Rnd 1
4/1 Pomona, CA, Rnd 2
5/6 Harrington, DE, Rnd 3
5/13 *Henderson, KY, Rnd 4
5/28 Springfield, IL, Rnd 5
6/3 LaSalle, IL, Rnd 6
6/17 Dallas, TX, Rnd 7
6/24 Lima, OH, Rnd 8
7/2 Du Quoin, IL, Rnd 9
7/8 Lake Odessa, MI, Rnd 10
7/15 Hagerstown, MD, Rnd 11
7/22 Sedelia, MO, Rnd 12
7/29 Oklahoma City, OK, Rnd 13
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25
* Tentative

AMA 600 Nat'l C'ship Dirt Track Series
3/10 Daytona Beach, FL
6/11 Peoria, IL
8/20 Converse, IN
9/9 Castle Rock, WA

AMA Harley-Davidson 883 Dirt Track Series
4/1 Pomona, CA, Rnd 1
5/13 *Henderson, KY, Rnd 2
5/28 Springfield, IL, Rnd 3
6/3 LaSalle, IL, Rnd 4
6/17 Dallas, TX, Rnd 5
7/2 Du Quoin, IL, Rnd 6
7/8 Lake Odessa, MI, Rnd 7
7/15 Hagerstown, MD, Rnd 8
7/22 Sedelia, MO, Rnd 9
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17
* Tentative

AMA Regional Dirt Track C'ship Series
3/3 Savannah, GA
5/7 Springfield, OH
5/20 Greenville, OH
6/23 Orrville, OH
7/4 Frederick, MD
7/7 Lake Odessa, MI
8/5 Greenville, OH

U.S. Supercross Series
2/25 Atlanta, GA
3/11 Daytona Beach, FL
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontiac, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

AMA 125/250cc National Championship MX Series
3/5/95 Gainesville, FL
5/7 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

AMA National Championship Enduro Series
2/19 Coalinga, Rnd 1
2/26 Wickensburg, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/2 Navarro, Ca, Rnd 4
4/23 Forest Hill, LA, Rnd 5
5/7 Wellston, OH, Rnd 6
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike National Championship Series
3/12 Daytona Beach, FL, Rnd 1
4/2 Pomona, CA, Rnd 2
4/30 Monterey, CA, Rnd 3
6/4 Indianapolis, IN, Rnd 4
6/18 Loudon, NH, Rnd 5
7/2 Memphis, TN, Rnd 6
8/27 Sonoma, CA, Rnd 7
9/3 East St. Louis, IL, Rnd 8
9/24 Chandler, AZ, Rnd 9
10/8 Las Vegas, NV, Rnd 10

AMA National Championship Reliability Enduro Series
4/29-30 Crosbyton, TX, Rnd 1
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series
4/9 Hurricane Mills, TN, Rnd 2
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
3/19 Murphy, ID, Rnd 2
4/8 Jericho, UT, Rnd 3
4/23 Lucerne, CA, Rnd 4
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Grand National Cross Country Series
3/7 Ocala, FL
3/26 Charlotte, NC
4/9 Hurrican Mills, TN
4/30 Brownsville, PA
5/21 Boyers, PA
6/4 Cadiz, OH
6/18 Elizabeth, WV
8/27 Millfield, OH
9/17 Fairmont, WV
10/1 Harrisburg, PA
10/15 Mt. Morris, PA
10/29 Crawfordsville, IN
Info 304/594-1157

AMA Championship Mid South Winter Hare Scrambles Series
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn Qualifying Series
Northeast Region
3/25-26 Danville, VA
4/1-2 Budds Creek, MD
4/8-9 Wallkill, NY
4/15 Hanover, PA
4/22-23 Delmont, PA
5/6-7 Southwick, MA
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

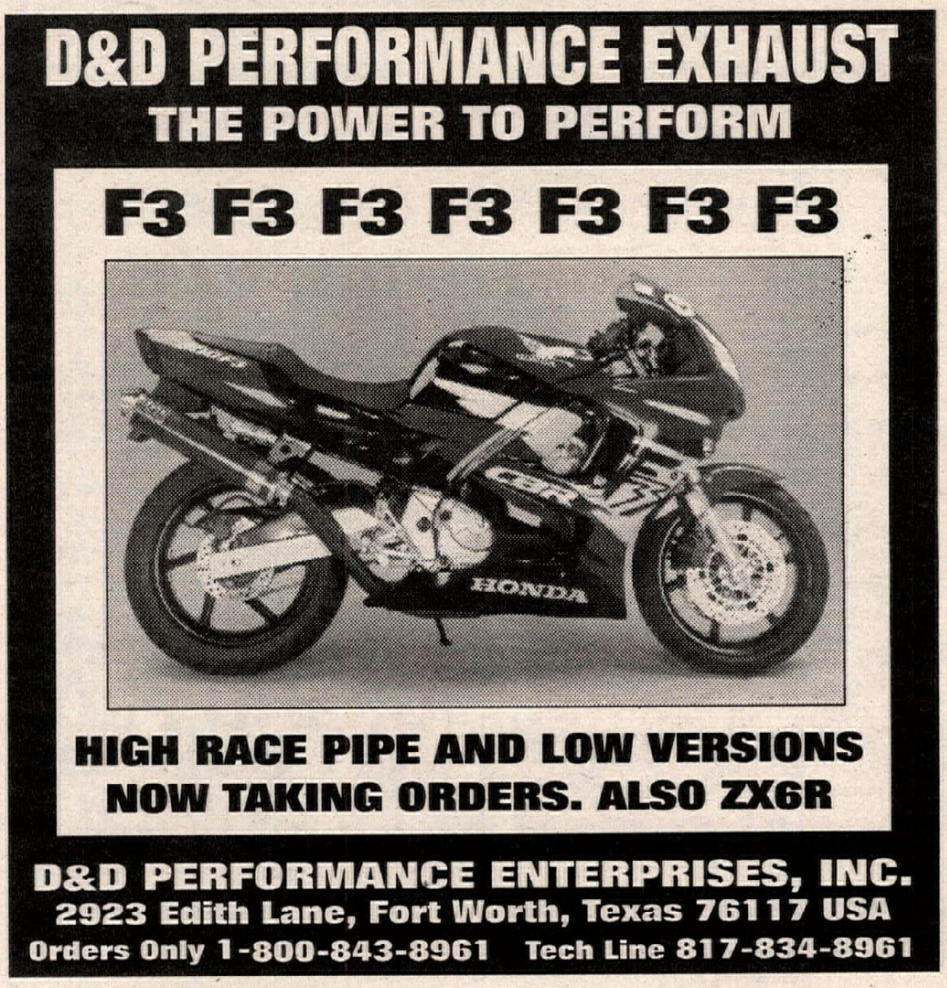
Southeast Region
3/19 Ocala, FL
4/25-26 Blountville, TN
4/1-2 Sanford, NC
4/29-30 Kingsport, TN
5/6-7 Roberta, GA
5/20-21 Christiana, TN
6/10-11 Amateur Regional Macon, GA
6/17-18 Youth Regional Reddick, FL

Southcentral Region
4/22 Tyler, TX
5/7 Albuquergue, NM
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional Tyler, TX

Southern Ca. Region
TBA Hollister, CA

Northwest Region
TBA Clarks Branch, OR

Mideast Region
4/8-9 Mitchell, IN
4/15-16 Milifield, OH
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY



County of Santa Clara, CA
MOTORCYCLE PARK
- 600 acres containing over 30 miles of beginner to advanced trails.
- Newly designed MX track - groomed & watered.
- Novice/beginner motocross and oval tracks.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223
It is advised you call prior to visiting through March '95, Due to recent major storm damage to the trails.

WISECO/YAMAHA/DUNLOP/MOOSE
National Cross Country Series

AMA SANCTIONED

Best 8 Scores Count Toward 1995 Series Championship

Saturday-Quads: 12 noon Sunday-Bikes: 12 noon

	1.	Mar. 6/7 (M/T)	OCALA MOTORSPORTS	Ocala, FL
			I-75 to Exit 71, Rt 326 E 1/2 mile, Rt 441 S 1 mi. (Moday-quads/Tuesday-bikes)	
	2.	Mar. 25/26	HICKORY	Hickory, NC
			I-40 W of Statesville to Exit 123, Hwy 127 S 5 mi.	
(NHS)	3.	Apr. 8/9	LORETTA LYNN RANCH	Hurricane Mills, TN
			70 mi. west of Nashville on I-40, Exit 143 to Rt 13 N	
(Y)	4.	Apr. 29/30	BROWNSVILLE PARK	Brownsville, PA
			West of Uniontown on Rt 40, Exit business district S 2 mi.	
	5.	May 20/21	BOYERS	Boyers, PA
			50 mi. N of Pittsburgh, I-79 to I-80 east to Rt 308 S	
	6.	June 3/4	ELKINS	Elkins, WV
			Rt 219 S of Elkins 2 1/2 mi., left on Kings Run Road	
(Y)	7.	June 17/18	STARVATION POINT	Elizabeth, WV
			I-77 to Mineral Wells Exit, take Rt 14 to Elizabeth	
(Y)	8.	Aug. 26/27	BURR OAKS	Millfield, OH
			Rt 13 E of Athens to Millfield	
(Y)	9.	Sept. 16/17	HARDROCK	Bunner Ridge, WV
			I-79 to East Fairmont Exit 139, follow signs	
(Y)	10.	Sept.30/Oct.1	JEWETT BUCKEYE	Jewett, OH
			I-70 to Exit 216, Rt 9 N	
(Y)	11.	Oct. 14/15	HIGH POINT	Mt. Morris, PA
			I-79 to PA Exit 1, go east 3 miles	
	12.	Oct. 28/29	IRONMAN	Crawfordsville, IN
			5 mi. S of Crawfordsville offRt 47	

Sat.-QUADS
Sun.-BIKES
12 NOON

Entries and Information
RACER PRODUCTIONS
Rt. 7 Box 459
Morgantown, WV 26505
(304)594-1157

Y - Designates Youth Bike GNCC (Best 5 scores count)
Youth Bike - Saturday, 3 pm

WISECO SCOTT YAMAHA DUNLOP MOOSE

Tune up for the GNCC race #1 in Ocala
(only 10 minutes east) and the Alligator Enduro!

EASY TREE HARE SCRAMBLES
MARCH 4 & 5, 1995
OCALA, FLORIDA

Saturday
ATV's
Vintage
Pee Wee

Presented by
the BIG SCRUB TRAIL RIDERS
Call 904/245-3359
for info and entry forms

Sunday
Motorcycles

F.T.R. CHAMPIONSHIP SERIES

GLEN HELEN
EVENT CALENDAR

Sat., Feb. 18	MX Practice on National Track 8:00am till noon. On Vintage Track till 3:00pm
Sun., Feb. 19	DCR Gran Prix – Gates Open 6:30am MX Practice on Vintage Track till 3:00pm
Mon., Feb. 20	MX Practice on National & Vintage Tracks 8:00 am till 4:00pm
Thurs., Feb 23	MX Practice on National Track & Vintage Track 8:00am till dusk
Sat., Feb. 25	MX Practice on National Track 8:00am till noon. On Vintage Track till 3:00pm
Sun., Feb. 26	Budweiser Blockbuster Pavilion MX Series Rnd #1 Two Race Series Feb. 26 & Mar 26
Thurs., Mar. 2	MX Practice on National Track & Vintage Track 8:00am till noon
Sat., Mar. 4	Malcolm Smith Motorsports Grand Prix
Sun., Mar. 5	Malcolm Smith Motorsports Grand Prix

WHAT'S HAPPENING
BUDWEISER BLOCKBUSTER PAVILION MX SERIES
FEB. 26TH & MARCH 26TH
Win Concert Tickets & Prizes

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

CRC California Race Schedule
100% PRO PAYBACK

Thurs., Feb. 16 & Fri., Feb. 17	Donnie Hanson MX School	L.A.C.R.
Sun., Feb. 19	CMC/CRC Motocross* (Golden State Series)	L.A.C.R.
Sun., Feb. 26	CRC MX	L.A.C.R.
Sun., Mar. 5	CRC MX	L.A.C.R.
Sat., Mar. 11	Old Timers Nationals	L.A.C.R.

Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

DUSTERS M/C Proudly presents
35th Annual Sissy Run Hare Scrambles
February 26, 1995
2 Times Around - A Fun 35 mile loop
Except Beginners, Women Novices, Mag Novices, All SS, 80 CC and Quads go one (1) Loop Only

- 10:00 a.m. Start
- Entry Fee $18.00
- Pie Plates $23.00
- Smoke Bomb Practice 7:00a.m. to 9:45a.m. Sunday
- Green Sticker Spark Arrestor
- AMA Cards Required
- District/ Enduro Points
- 10% Trophies
- Under 18 Must Have Parent or Guardian at Sign Up
- No One Under 16 on Quads
- Great Finisher Pins

Location - Johnson Valley OHV Area, CA - Camprock Road
For Information Call (909) 825-6899

Want Ad information - (310) 427-7433

DCR presents
President's Day GRAND PRIX
Sun., February 19, 1995
Glen Helen Raceway
San Bernardino, CA
Giant Trophy Day for minis and pee-wees!
Call For More Information
(909) 371-6333

GFI RACING (909) 943-3302

Thurs., Feb. 16	GFI Thursday Practice Day	Perris
Sun., Feb. 19	"Rain Date"	
Thurs., Feb. 23	GFI Thursday Practice Day	Perris
Sun., Feb. 26	GFI CA Winter Series Showdown	Perris
Thurs., Mar. 2	GFI Thursday Practice Day	Perris

* = Contingency Programs Available

A RIDER FOR THE RIDERS

CALENDAR

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6/17-18 Youth Regional Buchanan, MI
6/24-25 Amateur Regional N. Webster, IN

Northcentral Region
3/25-26 Kahoka, MO
4/1-2 Casey, IL
4/8-9 Lowes, KY
4/22-23 Hoopeston, IL
5/6-7 Lake Geneva, WI
TBA Great Bend, KS
6/17-18 Amateur Regional Lowes, KY
6/24-25 Youth Regional Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series
Florida Region
2/18-19 Palm Beach Gardens, FL
3/4-5 Daytona, FL
3/18-19 Palm Beach Gardens, FL
4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 BLoomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
4/1-2 Topeka, KS
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region
3/4-5 Daytona, FL
4/8-9 Bloomindale, GA
4/22-23 Talladega, AL
5/27-28 Bloomindale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/23-24 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
2/25-26 Las Vegas, NV
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*WERA Regional C'ship Series
Mid-Atlantic Region
4/8-9 Summit Point, WV
4/22-23 Rockingham, NC
TBA Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
2/25-26 Talladega, AL
3/18-19 Faulkville, GA
4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
4/1-2 Clermont, IN
4/8-9 Grattan, MI
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
2/25-26 Talladega, AL
3/25-26 Talladega, AL
4/1-2 Clermont, IN
4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region
2/18 Monterrey, Mexico
3/18-19 College Station, TX
4/8-9 Henderson, TX
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 College Station, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Henderson, TX
9/16-17 Hellett, OK
10/7-8 College Station, TX

Southwest Region
3/5 Las Vegas, NV
4/2 Las Vegas, NV
TBA Las Vegas, NV
Info 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info: 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
5/19-21 Breselton, GA, Rnd 1
5/26-28 Summit Point, WV, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/7-9 Mt. Meridian, IN, Rnd 4
7/20-23 Clermont, IN, Rnd 5
8/5-6 College Station, TX, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 TBA, Rnd 9
10/11-16 Final, Braselton, GA
Info 803/681-9372
* Tentative

*WERA Formula USA Series
4/14-16 Rosamond, CA, Rnd 1
5/19-21 Braselton, GA, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/21-23 TBA, Rnd 4
8/25-27 Portland, OR, Rnd 5
Info 803/681-9372
* Tentative

* WERA Nat'l Vintage Series
3/18 Faulkville, GA, Rnd 1
3/19 College Station, TX, Rnd 2
4/1 Clermont, IN, Rnd 3
4/8 Summit Point, WV, Rnd 4
4.9 Henderson, TX, Rnd 5
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
TBA Garretsville, OH, Rnd 8
6/4 Hallett, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/7 Summit Point, WV, Rnd 25
10/8 College Station, TX, Rnd 26
10/10-11 FInal, Braselton, GA
Info 803/681-9372
* Tentative

AHRMA Historic Cup Series
3/2-3 Pooler, GA
3/6-7 Daytona Beach, FL
4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/ BEARS Series
4/2-3 Pooler, GA
4/6-7 Daytona, FL
4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series
3/4 Ocala, FL
4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/2 Savannah, GA
3/5 Daytona Beach, FL
3/19 Odessa, MI
5/19 Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/26 Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
3/9 Ocala, FL
4/22 Brentwood, CA
4/30 Collins, MO
5/21 Grattan, MI
7/2 Peoria, IL
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

ARHMA Vintage Enduro Series
3/19 White Rock, AR
4/9 Oklahoma City, OK
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

NETRA C'ship Enduro Series
2/19 Stafford, CT
4/30 Freetown, MA
6/4 Wrentham, MA
6/11 Somers, CT
6/25 W. G reenwich, RI
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT

7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
4/29 Brimfield, MA
5/13 Fishouse, NY
6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SETRA C'ship Enduro Series
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/19 Greensboro, GA
3/26 Lenoir, NC
4/9 Clanton, AL
4/30 Olustee, FL
5/7 Charleston, SC
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
2/26 Buena Vista, GA
4/23 Pine Mtn., GA
5/28 Charlotte, NC
Info 706/468-1328

EEA Eastern Championship Enduro Series
3/26 Lenior, NC
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

New York State C'ship Hare Scrambles Series
5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY
6/3 Huntsville, TN
7/1 Gray, TN
7/29 Huntsville, TN
8/12 Calhoun, GA
8/19 Huntsville, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/14 Huntsville, TN

Mid East Hare Scrambles Series
3/4 Santee, SC
3/12 Grover, NC
4/2 TBA
4/23 Wytheville, VA
5/7 Lancaster, SC
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

NMRA Drag Race Series
2/25 Phoenix, AZ
3/19 Palmdale, CA
4/8 Bakersfield, CA
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Series
5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
3/3-4 Mexicali G.P.
Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P.
San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
3/5 Rosarito, Mex.
5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series
4/30 Bethlehem, PA
6/4 Clifford, PA
6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series
3/4-5 Sacramento, CA
4/8-9 Sacramento, CA
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
3/12 Lake Perris, CA
3/25-26 Phoenix, AZ
4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

SRAC State C'ship Series
2/19 Pueblo, CO
3/5 Colorado Spring, CO
3/12 Grand Junction, CO
3/19 Pueblo, CO
3/26 Aurora, CO
4/2 Pueblo, CO
4/9 Aurora, CO
4/16 Colorado Springs, CO
4/23 Colorado Springs, CO
4/30 Berthound, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthound, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthound, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

New England Trials Association Series
4/2 Exeter, RI
5/7 Meriden, CT
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 Exeter, RI
8/5 Ossippee, NH
8/6 Ossippee, NH
9/17 Wrentham, MA
10/1 Chepachet, RI
10/15 Exeter, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

NMA World Mini Grand Prix
4/21-23 Las Vegas, NV
Info 310/868-8112

NMA Grand National Championships
8/1-5 Ponca City, OK
Info 310/868-8112

MTEG Ultracross Series
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Nat'l Arenacross Series
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA Mega Series
3/11-12 Blountville, TN
3/26 Blountville, TN
4/2 Macon, GA
4/16 Kingsport, TN
4/30 Wytheville, VA
5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series
3/26 Danville, VA
4/9 Elizabeth City, NC
4/23 Danville, VA
5/7 Dillwyn, VA
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross Country Series
2/19 Fernley, NV
2/26 Auburn, CA
3/12 Livermore, CA
3/19 Reno, NV
3/26 Clearlake, CA
4/2 Susanville, CA
4/9 Redding, CA
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

Daytona Bike Week '95
AMA SANCTIONED
DIRT TRACK
1/2 mile
St. Augustine Speedway
See the PROS on 750's
the BIG BOYS
SATURDAY, MARCH 4, at 7:30 p.m.
THURSDAY, MARCH 9, at 7:30 p.m.
For info call: (904) 788-4709
THESE RACES ARE PART OF THE FLORIDA FLAT TRACK SERIES
presented by THE FLORIDA HARLEY-DAVIDSON DEALERS' ASSOCIATION

AMERICAN MOTORCYCLE INSTITUTE INC. DAYTONA BEACH, FLA.
The 6th ANNUAL AMERICAN MOTORCYCLE INSTITUTE
Vintage Bike National
AMA SANCTIONED
Short Track
SOUTHEAST AMATEUR/YOUTH REGIONAL CHAMPIONSHIP
DAYTONA BEACH MUNICIPAL STADIUM
SUNDAY, MAR. 5 - 3 PM
VINTAGE BIKE NATIONAL ON SUNDAY ONLY
MONDAY, MAR. 6 - 6 PM
classes for:
VINTAGE BIKES
Amateur&Youth
Pro-am & Experts
plus 250/Open 4 wheelers
Spectator Admission Just $5 per day
For additional information or entries, call or write:
DM Promotions, Inc.
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Daytona Beach, FL 32120
(904) 788-4709 (10-5 M-F)

MID EAST HARE SCRAMBLE ASSOCIATION
Elloree Training Center Hare Scramble
Elloree, South Carolina
SATURDAY, MARCH 4, 1995
Warm up for Florida in Sandy Elloree

Quads Race 1 1/2 Hours
Sign up 8:00-9:30
Meeting 9:30
Race 10:00
Classes
AA-Pro
2 Stroke
4 Stroke
Vet 25+
Trailrider

Bikes Race 2 Hours
Sign up 8:00 - until
Meeting 12:45
Race 10:00
Classes
AA-Pro
200
250
Open
4 Stroke
Vet 25+
Senior 35+
Super Senior 45+
Light Trailrider (0-200)
Heavy Trailrider (250-up)

No Pit Riding
Practice Track After Sign Up 8:00-9:30
Gate Fee $3.00
Rider Fee $20.00
Motels in Santee, SC are 8 miles from track
Information: (704) 484-9000 Days
(704) 937-9177
SCOTT USA
WISECO
GEAR
1-20 Columbia SC
20 miles
#501
1-95
Exit 136
Hwy #6
RACE
I-26
Santee, SC

Riding over your head?
You're out of your mind!

the HOOSIER NATIONAL CHAMPIONSHIP
AUGUST 27, 1995 -2 p.m.
Elkhart County 4H Fairgournds
half mile dirt track
GOSHEN, IN
AMA SANCTIONED GRAND NATIONAL CHAMPIONSHIP
SAVE
ORDER TICKETS NOW! Res. Seats $17, Gen. Adm. $12 in advance.All tickets $3 more day of race. Credit cards accepted by phone. Send check or money order to: **Hoosier National Championship, PO Box 6935, Toledo, OH 43612,** Phone **(419) 478-1836** (10-5, M-F)

STARWEST SUPERCROSS PARK
Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK
TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM
SATURDAY 9AM-1PM
Located 3 Miles East Of I-215 On Ramona Expwy At The Lake Perris Fairgrounds
For More Info (909) 943-4535 or (909) 657-8845

FINISH CYCLE WEEK OFF RIGHT!!!

OKLAWAHA ENDURO

MARCH 12, 1995
OCALA NATIONAL FOREST

Presented By the Azalea City M.C. of Palatka, Florida

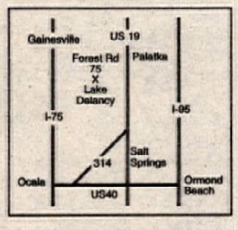
Registration & Tech Inspection
Saturday 3:00 to 6:00 pm
Sunday 7:00 to 8:30 am
Riders Meeting Sunday 8:30 am
Key Time 9:01 am

Motorcycle Inspection Requires Street Legal Head & Tail Lights, Tag, Mirrors, Horn and Spark Arrestor (92db). All Motorcycles Will Be Inspected At Start Of Enduro, Highways will Be Used Requiring Strict Enforcement Of Inspection
NO REFUND IF YOU FAIL INSPECTION!

Approximately 100 Miles Long, Ample Resets For C Riders.
Ride With Top Riders From All Over The U.S.

FTR CLASSES WILL BE RUN
Camping Available At Lake Delancy • Motels At Palatka & Ocala
Holiday Inn Palatka **(904) 328-3481**
Town House Palatka **(904) 328-1533**

Call Gary Wyatt (904) 328-9747 or 684-2698
or Doug Qualls (904) 698-2887 or 467-9863
Pre-Entry By 3/1/95, **$20.00** Post Entry, **$25.00**
FTR Team Entry $1.00 Per Person Extra



Send Checks To:
Azalea City Motorcycle Club, Inc., Rt. 5 Box 2061, Palatka, FL 32177

The Chaparrals MC proudly presents
The Silver Anniversary

AMA SANCTIONED

COYOTE DERBY ENDURO

March 5, 1995 • 8:00 am Start at Teagle Wash • Marked from Red Mountain California
3 Loops - Approximately 100 Miles - Traditional Classic Participant Hats
All Riders Go 2 Loops Except:
All D, C, Women, Desert Beginners, Novice Women, C Magnum and All Super Seniors - 1 Loop
All AA, A&B, and Desert Amatuer & Expert - 3 Loops
Family Riders Welcome - First Two Loops Ideal for Family Riders

PLANDERS
PROGRESSIVE SUSPENSION Inc
WHITE BROTHERS
METZELER Motorcycle Tires of America

- Featuring D/37 Desert and Enduro Points
- IRRC Will Be There
- Sound Test Mandatory
- Green Stickers, Mufflers and Spark Arrestors Required
- 1970's Coyote Alumni Reunion Ride Saturday plus Party Following $5 tickets available at sign-up
- One Loop Alumni Class Sunday $23
- FREE T-Shirts to all Drawing Entrants, Additional T-Shirts on Sale at Event

Mail Entry Fee $23 • Post Entry Fee $30 • No Refunds
Entries at Drawing are Post
Sorry: NO Teams, NO ATV's NO Entrants under 12 years
Entrants under 18 must have a parent or Guardian present at sign-up
AMA Membership Mandatory - Will be checked at sign-up
(If cannot furnish proof of AMA Membership must buy new membership. AMA will refund excess membership, or give extra year credit.)
Riding numbers will be drawn at random.
There will be no first draw "A" Riders.
All classes may ride together on same minute.

Entry Info: (714) 528-3007 (Bill) Send with 2 S.A.S.E. to: Chaparrals M.C. 814 Cobb Avenue, Placentia, CA 92670

ATTENTION RACE FANS

SUNNYSLOPE HONDA
Sunnyslope Honda & Moose Offroad will be kicking off the festivities for the 2nd Round of the AMA National Enduro Championship Series. We will be having an
OPEN HOUSE
Friday, February 24th
from 5:00 p.m. to 8:00 p.m.

Moose

Moose Racing Team
- Steve Hatch
- Ty Davis
- Destry Abbott
- Kelby Pepper
- Autograph Session

Drinks & Refreshments Don't Miss Out

- Factory Machinery on Hand to See
- Special Buys on Moose Gear
- Tech Tips from the Pro's
- Lots of Fun for Everyone
- Great Buys on All Off-Road Tires

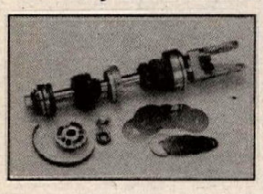
OAKLEY
Tune-Up Day
See the Factory Rep
On-site Warranties
Bring in your broken glasses

7th Street & Dunlop
9017 N Cave Creek Road
Phoenix, Arizona 85020
(602) 944-2630
(602) 944-2639

Riding over your head?
You're out of your mind!

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice. He is holding a three day seminar on the east and west coast, you can't afford to miss it.



Subjects Covered: Dirt & Pavement
- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Damping & Leverage Ratio Curves
- ▲ Hands-on Experience

(You'll receive a suspension manual and certificate of completion)

Last East Coast Seminar for 1995. Seats going fast! March 1st-2nd-3rd Tuition: $495.00

PAUL THEDE'S **RACE TECH**
Limited seating available!
CALL NOW 909-594-7755
3227 Producer Way, #127, Pomona, CA 91768 FAX 909 594-6682

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

AMA No. California Enduro C'ship Series
2/19 Coalinga, CA
4/2 Navarro, CA
4/23 Lakeport, CA
4/30 Yearington, INV
5/7 Georgetown, CA
5/21 Ballinger Canyon, CA
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7404

AMA No. California Family Enduro Series
3/12 Hollister, CA
4/9 Foresthill, CA
5/7 Georgetown, CA
5/14 Grizzly Flats, CA
5/20 Foresthill, CA
6/4 Lony Barn, CA
11/11 Foresthill, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
2/26 Gholson, TX
3/12 Weatherford, TX
3/26 Euless, TX
4/9 Montague, TX
4/23 Ft. Hood, TX
5/7 Saint Jo, TX
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

Missouri Hare Scrambles C'ship Series
3/12 Park Hills, MI
3/26 Columbia, MI
4/2 Potosi, MI
4/30 Westphalia, MI
5/7 Steelville, MI
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Southeastern Trials Rider Assoc. Series
2/25-25 Lawrenceville, GA
3/18-19 Jasper, TN
4/1-2 Belvidere, TN
5/6-7 Crossville, TN
6/3-4 Alpharetta, GA
6/10-11 Carrolton, KY
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRAN Off-Road C'ship Series
3/12 Pahrump, NV
4/23 Alamo, MV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

RAM C'ship Road Race Series
5/7 Coos Bay, OR
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

* International Old Timers Motocross Series
4/1-2 Porterville, CA
4/29-30 Marysville, CA
5/13-14 TBA
5/27-28 Nemoval, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Motor Sports of America Short Track Championship Series
2/18-19 Sioux Falls, SD

AMA Dual Sport Trail Ride Series
4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
2/18-19 Las Vegas, NV
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
5/6-7 Borrego Springs, CA
5/21 San Bernardino, CA
6/10-11 Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Herperia or Lucerne Valley, CA
11/10-11 *LA-Barstow-Las Vegas,
11/19 Riverside, CA
12/10 Filmore, CA
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series
4/1-2 Hurricane Hills, TN
5/6-7 Renfrew, Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

CMC Golden State MX Nat'ls
Southern Series
2/19 Palmdale, CA
Northern Series
2/26 Sacramento, CA
Southwestern Series
2/19 Tucson, AZ
Final Showdown
3/4-5 Adelanto, CA
Info 619/246-7262

GFI Winter Series
Northern Series
2/19 Hollister, CA
Info 209/673-8080
Showdown Final
2/26 Perris, CA
North-South Showdown
2/12 Perris, CA
2/26 Perris, CA

GFI Super Saturday MX Dealer Series
3/4 Perris, CA
3/11 Perris, CA
3/18 Perris, CA
3/25 Perris, CA
4/1 Perris, CA
4/8 Perris, CA
4/15 Perris, CA
4/22 Perris, CA
4/29 Perris, CA
Info 909/043-3302

FEBRUARY						
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MARCH						
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• DENOTES PRO PAYBACK

Feb 17-19
• OHIO ARENACROSS - AMA National Arenacross Series/Mike Kidd Promotions, Riverfront Coliseum, Cincinnati. Info: 817/626-7297.
• PENNSYLVANIA ARENACROSS, FLAT TRACK & SHOW - AMA/Motorama/Trail-Way, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056.

Fri, Feb 17
CALIFORNIA SWAP MEET - Intershows Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-0515.
• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

Feb 18-19
• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
FLORIDA HARE SCRAMBLES - Florida Trail Riders/Southwest Florida Trail Riders, Ft. Myers. Info: 813/629-2379.
NEVADA DUAL SPORT - AMA/D-37/Tour N' Trail Promotions, Wild West 250, Las Vegas. Info: 818/890-2209.
OREGON CROSS COUNTRY/TEAM RACE - AMA/Lobos Motorcycle Club, Bend. Info: 503/829-6139.
PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter Trail Way Speedway, Hanover. Info: 717/359-4310.

Sat, Feb 18
• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CANADA ARENACROSS - CMA, Agrifair Arena, Abbotsford Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.
• FLORIDA MOTOCROSS - West Florida Motocross Park, Miltohn. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair Building, Caldwell. Info: 208/384-5512.
• OHIO MOTOCROSS - AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Feb 19
• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro - Rnd 3, Canyon Raceway, Peoria. Info: 602/258-RACE.
ARIZONA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 4, Thrasherland, Phoenix. Info: 602/966-0101.
CALIFORNIA MARATHON - 1/2 mi. scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.
CALIFORNIA ENDURO - AMA/Salinas Ramblers M/C, Nat'l Series - Rnd 1, Coalinga. Info: 408/758-2333.
• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series - North, Rnd 5, Hollister Hills, Hollister. Info: 909/943-3302 or 209/673-8080.

CALIFORNIA MOTOCROSS - CMC/CRC, Golden State Nationals South - Rnd 4 (CRC membership honored), L.A. County Raceway, Palmdale. Info: 805/272-8889 or 619/246-7262.
• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.
CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.
CONNECTICUT ENDURO - New England Trial Riders Association, Snow Run, Stafford. Info: 203/875-5757.
• FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376 or 845-2076.
• GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.
• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.
• GEORGIA MOTOCROSS - Hidden Canyon Raceway, Buena Vista. Info: 800/531-0677.
GEORGIA MOTOCROSS - Wings & Wheels, Bremen. Info: 404/941-8464.
• KANSAS HARE SCRAMBLES - KMSA/Jeep's Motorcycle Club, 6 hr. /2 man team, W.J.M.C. grounds, Wichita. Info: 316/772-0107 or 772-5364.
• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MINNESOTA ICE RACE - DTRA, Ruck Lake, Martins Resort, Rush City. Info: 612/571-9965.
• NEW YORK ICE RACE - AMA/Dist 34/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.
• NEW YORK ICE RACE - Empire State Riders Assn., Rouses Point. Info: 518/483-3423 or 518/483-0162.
• NORTH CAROLINA MOTOCROSS - Montrose Motocross, Carolina Winter Series, Raeford. Info: 910/875-3805.
• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Colseum, Marion. Info: 614/596-2057.
OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
TENNESSEE MOTOCROSS - Dallas Ricker, Winter Series, Northeast Tennessee Raceway, Dallas Ricker Complex, Greenevile. Info: 615/ 234-0772.
TENNESSEE POKER RUN - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greenevile. Info: 615/ 234-0772.
TEXAS VINTAGE MOTOCROSS - AHRMA Southwestern Region Spring Championship Series, Euless. Info: 713/361-2936 or 713/497-3366.

Wed, Feb 22

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 24-26

• COLORADO ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Denver Coliseum, Denver. Info: 817/626-7297.
• OHIO SUPERCROSS - CRA, Summit Co. Fairgrounds, Akron. Info: 216/948-1478 or 769-2713.

Fri, Feb 24

• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Colseum, Marion. Info: 614/596-2057.

Feb 25-26

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Concrete Short Track/Generic Racing, Glenn Co. Fairgrounds, Commerical-Ag. Building, Orland. Info: 916/873-0834.
GEORGIA OBSERVED TRIALS - STRA, Tucker Rocky Siklolene Championship Series, Lawrenceville. Info: 404/463-4390.

Sat, Feb 25

ARIZONA DRAG RACE - NMRA/TRAC Dynamics, 4th Annual Winter Challenge, Firebird International Raceway, Phoenix. Info: 818/367-4117.
• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CALIFORNIA OFF-ROAD - MTEG, Ultracross Series, Jack Murphy Stadium, San Diego. Info: 714/254-3001.
CALIFORNIA PARTS EXCHANGE - Long Motorcycle Parts Exchange, Long Beach Veterans Memorial Stadium, Long Beach. Info: 310/426-4641.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• KANSAS HARE SCRAMBLES - Kansas State Forward Motion Hare Scrambles Series, Mortheast Kansas Motocross, Westmoreland. Info: 913/456-2516.
KENTUCKY GRAND PRIX - K.T.M.X.A., TK Raceway, Draffenville. Info: 502/527-8409.
• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Colseum, Marion. Info: 614/596-2057.
• OKLAHOMA INDOOR SHORT TRACK - Vintage Dirt Track Racers Assoc., Purcell Expo, Purcell. Info: 918/836-6999.
UTAH SCRAMBLES - Utah Desert Foxes, USRA Point Event, Knolls. Info: (801) 266-4845.

Sun, Feb 26

ARIZONA ENDURO - AMA/Arizona Trail Riders Assoc., Nat'l Series - Rnd 2, Wickenburg. Info: 602/996-3801.
• CALIFORNIA MOTOCROSS - GFI Racing, GFI North-South Showdown, Perris Raceway, Perris. Info: 909/943-3302.
CALIFORNIA HARE SCRAMBLES - AMA/D-36, Polka Dots M/C, Mammoth Bar, Auburn. Info: 916/631-7900.
CALIFORNIA MOTOROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals North - Rnd 4, Sacramento Raceway, Sacramento. Info: 916/363-2653.
CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.
CALIFORNIA MOTOCROSS - Over the Hill Gang, Glen Helen Raceway, San Bernardino. Info: 310/864-6875.
CALIFORNIA HARE SCRAMBLES - Dusters MC/D-37, "Sissy Run", Lucerne Valley, Lucerne. Info: 310/376-1329.
CALIFORNIA OBSERVED TRIALS - AMA/ATA/Plonkers Trials Club, Rnd 2, Lucerne Valley/Cougar Buttes, Lucerne. Info: 714/633-5070.
GEORGIA ENDURO - SE&TRA, Cherokee Enduro, Greensboro. Info: 404/922-8234.
GEORGIA HARE SCRAMBLE - SE&TRA, Crazy Horse Hare Scramble, Twelve Lakes Hare Scramble Course, Buena Vista. Info: 912/649-2028 or 912/649-9028.
GEORGIA MOTOCROSS - Wings & Wheels, Bremen. Info: 404/941-8464.
IOWA SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.
• KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/636-5113.
• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
NEVADA CROSS COUNTRY - S.N.A.R.E., Cross Country Series, Jean. Info: 702/452-8157.
NEW JERSEY SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza & Super Series bike show, Meadowlands Donv. Center, Secaucus. Info: 319/462-6011.
• NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 505/762-7267.
• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2534.
• NEW YORK ICE RACE - Empire State Riders Assn., Braser Falls. Info: 518/483-3423 or 518/483-0162.
• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Colseum, Marion. Info: 614/596-2057.
OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
• OKLAHOMA MOTOCROSS - 5th Annual Oklahoma Championship Series - Rnd 1, Lawton. Info: 405/355-1106.
TEXAS VINTAGE MX - TVRC, Spring Series - Rnd 1, Mosier Valley MX Park, Euless. Info: 817/282-0408.
• TEXAS MOTOCROSS - A&S Racing, North East Texas, Bonham. Info: 903/583-7268.
• TEXAS DIRT TRACK - AMA, 15th Annual Pre Daytona Half Mile, Devils Bowl Speedway, Dallas. Info: 214/216-5520.
• TEXAS CROSS COUNTRY - Texas Cross Country Racing Assoc., Gholson. Info: 214/394-9168.

Wed, March 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 4 -5

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Silver Springs. Info: 904/245-3359.

Sat, March 4

• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.
• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.
• OHIO MOTOCROSS - AMA/American Motosports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.
SOUTH CAROLINA HARE SCRAMBLE - Mid East, Eiloree Trainer Hare Scramble, Santee. Info: 704/484-9000 or 704/937-9177.

Sun, March 5

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro Classic - Rnd 5, Canyon Raceway, Peoria. Info: 602/258-RACE.
CALIFORNIA ENDURO - Chaparrals M.C./D-37, Red Mountain. Info: 714/528-3007.
• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.
• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALFORNIA ENDURO - Chaparrals M.C., Teagle Wash, Red Mountain. Info: 714/528-3007.
CANADA ICE RACE - Iceman, Quarr Oaks, Winnipeg, Manitoba. Info: 204/878-9350.
• FLORIDA HALF MILE - AMA/MARS, Volusia County Speedway, Barberville. Info: 803/272-9938.
• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, 2-hour, Sprockets II River Track, Arkansas City. Info: 316/636-5113.
• KANSAS HARE SCRAMBLES - Kansas State Forward Motion Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.
LOUISIANA TT - Outlaw Races, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
• MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa Motocross Gran Prix - Rnd 1, Cantamar Sand Dunes, Rosarito, Baja California. Info: 011/52-661-22525.
MINNESOTA SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza & Super Series bike show, St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info: 319/462-6011.
PENNSYLVANIA MOTOCROSS - The Challenger Raceway, Jacksonville. Info: 412/726-5495.
SOUTH CAROLINA ENDURO - SE&TRA, Sandlapper Enduro, Pelion. Info: 404/922-8234.
• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

Wed, March 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, March 9

FLORIDA ENDURO - SE&TRA, Alligator Enduro, Daytona Beach. Info: 404/922-8234.

Fri, March 10

CALIFORNIA SWAP MEET - Intershows Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-0515.

March 11-12

CALIFORNIA MOTOCROSS - Old Timers/OTHG, Winternationals, L.A. County Raceway, Palmdale. Info: 310/864-6875 or 805/272-8889.
• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

Sat, March 11

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CALIFORNIA MOTOCROSS - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.
• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.
• CANADA ARENACROSS - CMA/Future West, Agrifair Arena, Abbotsford Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
KENTUCKY GRAND PRIX - K.T.M.X.A., TK Raceway, Draffenville. Info: 502/527-8409.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.
• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.

Sun, March 12

• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.
• CALIFORNIA MOTOCROSS - CRC, Castaic Lake, Castaic. Info: 805/272-8889.
CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.
FLORIDA ENDURO - Florida Trail Riders/Azalea City M/C Club, Ocal National Forest, Palatka. Info: 904/684-2968.
• FLORIDA MOTOCROSS - South Fl. MX Club, Motocross of Marion County, Reddick. Info: 904/591-2050/591-2377.
• KANSAS MOTOCROSS - K.O.R.R., Green Acres, Marion. Info: 316/636-5113.
• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MISSOURI HARE SCRAMBLES - Mo. Mudders, St. Joe State Park, Park Hills. Info: 314/392-2475.
• NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, Ultra Series, Sanford. Info: 919/776-2414 or (919) 776-1767.
NORTH CAROLINA HARE SCRAMBLE - Mid East, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.
• OHIO MOTOCROSS - AMA/D-11/American Motosports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.
• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.
TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd 2, Thunder Mountain Motorplex, Rusk. Info: 817/282-0408.
TEXAS CROSS COUNTRY - TCCRA, Flying "P" MX Park, Weatherford. Info: 214/394-9168.
• WASHINGTON MOTOCROSS - CMC/Squisher Racihng, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Wed, March 15

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 17-19

• TEXAS MOTOCROSS - GNC, International Motocross Final, Lake Whitney Cycle Ranch, Whitney. Info: 817/694-2901.

March 18-19

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
TENNESSEE OBSERVED TRIALS - STRA, Tucker Rocky Silkolene Championship Series, Jasper. Info: 205/880-9561.

Sat, March 18

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.
• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.
• WASHINGTON OFF-ROAD - MTEG, Ultracross Series, Kingdome, Seattle. Info: 714/254-3001.

Sun, March 19

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro Classic - Rnd 6, Canyon Raceway, Peoria. Info: 602/258-RACE.
CALIFORNIA GRAND PRIX - Over the Hill Gang, Edwards AFB, Edwards. Info: 310/864-6875.
• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.
CALIFORNIA GRAND PRIX - CRC, Outlaw GP, Edwards AFB, Edwards. Info: 805/272-8889.
CALIFORNIA MOTOCROSS - AHRMA, L.A. County Raceway, Palmdale. Info: 805/272-8889.
FLORIDA MOTOCROSS - AMA/Florida Motosports Racing, Loretta Lynn qualifier, Ocala. Info: 904/867-5183.
GEORGIA HARE SCRAMBLE - SE&TRA, Crazy Horse Hare Scrambles, Buena Vista. Info: 706/468-1328.
GEORGIA ENDURO - AMA/Cherokee M/C, National Series, Greensboro. Info: 706/354-6575.
IDAHO HARE & HOUND - AMA/Dirt Inc., National Series, Murphy. Info: 208/459-3804.
• KANSAS HARE SCRAMBLES - Wichita Jeeps M/C, W.J.M.C. Clubgrounds, Wichita. Info: 316/772-0107 or 772-5364.
KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.
KENTUCKY MOTOCROSS - AMA/West KY Motocross/KTMYA, Lowes. Info: 502/642-2345 or 674-5525.
LOUISIANA TT - Outlaw Races, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
• MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
• MARYLAND HARE SCRAMBLES - AMA/Dist. 7/Antietam M.C., Hagerstown. Info: 301/797-8686.
PENNSYLVANIA SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza & Super Series bike show, Farm Show, Harrisburg. Info: 319/462-6011.
• PENNSYLVANIA MOTOCROSS & HARE SCRAMBLES - AMA/BER/KAZ Promotions, Field of Dreams MX Park, Boswell. Info: 814/539-3154.
• WASHINGTON MOTOCROSS - CMC/Squisher Racihng, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza Dane County Expo Center, Madison. Info: 319/462-6011.

Wed, March 22

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 25-26

ILLINOIS SHOW - J&P Promotions, 11th Annual M/C Parts Extravaganza & Super Series bike show, McCormick Place North, Chicago. Info: 319/462-6011.
MISSOURI MOTOCROSS - AMA/Midwest Motosport, Loretta Lynn qualifier, Kahoka. Info: 816/727-2136.
TENNESSEE MOTOCROSS - AMA/Victory Sports, Loretta Lynn qualifier, Blountville. Info: 615/323-5497.
• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, Loretta Lynn qualifier, Danville. Info: 804/836-3633 or 792-5355.

Sat, March 25

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.
CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - The Eighth Annual Clubman's All British Motorcycle Show & Swap Meet, Exhibition Hall, Santa Clara County Fairgrounds, San Jose. Info: 415/897-6145.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

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WANT ADS

HELP WANTED

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Dealers...
Tired of tearing off the tops of your Cycle News covers, trying to figure out the difference on your billing? Call (310) 427-7433 & talk to our Dealer Sales Manager to convert to "Plan B", to sell Cycle News without returns. Better dealer price, and less paperwork! (507)

Instructors
Additional instructors needed at American Motorcycle Institute in Daytona Beach. Contact James Watts (800) 874-0645 or (904) 255-0295. FL. (204-07)

Service Technician
Needed qualified Japanese street service technician with strong electrical. Very, very busy facility. Steve's; Mesa, Arizona. Fax resume (602) 962-8607 or call (602) 964-4754. AZ. (305-07)

Motorcycle Mechanic
Motorcycle mechanic experienced all brands. San Diego dealer seeks mechanic. No engine work, just accident repair. Great working condition, good pay, no weekends, full time immediate opening, no slow times, always busy year round. Call today, we need help now! (619) 448-8167. CA. (305-07)

Technicians
Well established Suzuki, Yamaha, Polaris, and Sea-Doo dealership needs experienced technicians for motorcycle, ATV, snowmobiles and watercraft. Two full-time mechanics needed. Experience and references required for all positions. Pay D.O.E. Send resumes to 2685 Kietzke Lane, Reno, Nevada 89502 or fax to (702) 825-8666. NV. (205-08)

Experienced Parts Person
Need experienced motorcycle and watercraft parts person. Pay D.O.E. Mail resume to 2685 Kietzke Lane, Reno, NV 89502. Or fax to (702) 825-8666. NV. (205-08)

Experienced Accessory Salesman
World's largest sport vehicle dealer has full time position with great earning potential for motivated individual. Sell aftermarket accessories for motorcycles and personal watercraft. Excellent benefits and pay. Relocation assistance available. Coleman Powersport (703) 237-3400, (800) 888-3619. North Virginia (10 miles outside D.C.) VA. (105-07)

Watercraft Parts Manager
Full line Honda/Kawasaki dealership in central Calif. Good pay/benefits, send resume to: Honda-Kawasaki of Modesto, 1030 9th St., Modesto, Calif. 95354. CA. (205-07)

Harley-Davidson Technician Needed
Immediate opening for experienced Harley mechanic. Call Buddy Stubbs at (602) 971-3400 or send resume to: Arizona Harley-Davidson, 13401 North Cave Creek Road, Phoenix, AZ 85022. AZ. (305-10)

GROWING NORTHWEST INDIANA motorcycle dealer is seeking experienced, hard-working employees in all departments. Send or fax resume to: Buck's Cycle, 2105 LaPorte Road, Valparaiso, IN 46383 or (219) 465-0924. IN. (306-09)

Parts, Sales & Service
M&M Honda is seeking people for parts sales and service. Experience a plus. Apply at 1425 Wyoming N.E., Albuquerque, NM 87112 or fax resume to (505) 296-6604. Attn: Danny McCasland. NM. (306-07)

Mile-Hi Opportunity
Denver, Colorado. Immediate opening for full time experienced parts and accessory sales person in newly remodeled m/c & watercraft dealership. Good work attitude a must. Excellent pay plan plus benefits. Call Jon at Excel Motorcycles & Watercraft. Tue-Sat, 9-6 for details. (800) 826-3357 or fax (303) 355-6909. CO. (306-07)

SALES AND F&I. Multi-line dealer near the coast in central Calif. needs experienced sales people. F&I experience a plus! This is where all the fantastic m/c riding starts and ends! Contact John (805) 928-2050. CA. (306-07)

Shipping Supervisor
Rapidly growing company has immediate opening, excellent benefits, resumes required. Troy Lee Designs, 1821 Wild Turkey Circle, Corona, CA 91720. (909) 371-5219. CA. (206-07)

MECHANIC NEEDED. Scheduled maintenance some training available. Dayton, Ohio. (513) 222-0171. OH. (306-08)

Sales-Sunny So. Cal.
35 year old Honda-Yamaha m/c and Yamaha watercraft dealer needs experienced salesperson. Strong year round business with excellent earning potential. Employee benefits with insurance and profit sharing. A good place to work. Contact: Bill McLean, Kolbe Honda-Yamaha, 22123 Ventura Blvd., Woodland Hills, CA 91364. (818) 348-7865. CA. (206-TFN)

Next Generation Dealer!!
All positions, new full Yamaha dealer. Beautiful northern Calif. Send resume to Yamaha of Chico, 2412 Cohasset Rd., Chico, CA 95926 or fax to: (916) 891-1522. CA. (306-07)

Service Technician Wanted
Honda only dealership. Family owned business, good pay and benefits. Nice climate and good small town. Send resume to: Honda of Laurel, 608 Cross Street, Laurel, Mississippi 39440. (601) 649-9333. Dirk. MI. (307-09)

Wanted M-X Instructors Nationwide
The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

Salesman Wanted
Sales experience or motorcycle knowledge helpful but not a must. T&O Honda, Yamaha & Polaris. (310) 534-2311. CA. (307)

Technicians - Las Vegas
Nevada's largest dealership Desert Honda Suzuki Sea-Doo's service department has openings for experienced technicians (watercraft tech. 3 yrs. exper. required.) MC/ATV tech. 5 yrs. exper. required) Bonuses, benefits, bucks for pros. Dynojet, Dynometer/Sea-Doo/Honda/Suzuki experience preferred. Fax resume Attn: Slim @ (702) 795-7015 or call (702) 795-2000. NV. (307-08)

$ $ $ Salespeople $ $ $
Sell the best! Honda, Sea Doo, Kawasaki, Jet-Ski, BMW. It's 90° today in Southern California. Are you earning what you're worth? Call today for interview. Paul. (213) 466-7191. CA. (207-08)

Immediate Positions Available
Large aspiring Honda, Yamaha, Power Equip. dealership needs A.S.A.P. service manager, parts people, mechanic. Contact Herschel or Fax resume to (513) 662-7912. (513) 662-7759. OH. (207-12)

MSR Customer Service
Looking for a motivated motorcycle enthusiast to handle customer service, quality control and technical assistance. Retail experience preferred. Full time with full benefits. Immediate opening. Fax resume to: (909) 279-7678, attn: Lisa Tetherton. CA. (207)

Sales
Multi-line M/C, ATV, watercraft near beach, 40K plus opportunity, experience or train. Call sales manager. Champion. (714) 642-4343. CA. (207-08)

Sales Manager
Fast growing multi-line dealership on east coast is seeking experienced professional sales manager. Can you manage multiple activities and make sales happen under a professional selling system? Then we want you! Excellent benefits package. Relocation help available. Division A, P.O. Box 498, Long Beach, CA 90801-0498. (207-08)

★Sales★
Corona Honda Motorcycles is looking for aggressive sales people to sell motorcycles and watercraft. Call (909) 735-2030 or fax (909) 735-0206. Attn: Steve or Gus. CA. (207)

Service Manager
Experienced Mechanic
Orange County Suzuki #1 retail motorcycle dealer in the USA have two key positions open for pros, service manager & technician with excellent track records. Call Vic (714) 646-2428 and fax resume (714) 645-3251. CA. (207)

Looking for the Best
Top notch mechanic needed. Highest pay, possible relocation. Good Times Kawasaki, Suzuki. (916) 344-2141. CA. (207)

PRO CIRCUIT RACING is looking for in house sales rep. Applicant must have computer experience and must be accustomed to heavy phones. Applicants need apply in person or send resume to Attention: Human Resources, Pro Circuit, 4214 East La Palma, Anaheim, CA 92807. CA. (207-08)

Full Time Technicians Needed
Minimum 2 years experience. High volume servicing on all brands. Growing Yamaha dealership. Call Ron at (908) 494-5555. NJ. (207-10)

Experienced Salesperson
Experienced motorcycle & watercraft salesperson needed. Contact Jim Hayes at Beaumont Yamaha Kawasaki. (909) 845-4882. CA. (207-08)

35K to 40K Exp. Parts & Access. Mgr.
Take charge person needed in an aggressive motorcycle and watercraft dealership located in Denver metro area. Call Denver Yamaha Suzuki Sea Doo. Ask for Charlie or Randy. (303) 657-0091. CO. (207-09)

Great Pacific Northwest
Two positions. Technician, exp. with Japanese models. Parts counter person, computer knowledge helpful. Established Honda/Suzuki/Yamaha dealership in quiet community serving customers in Washington, Oregon, Alaska and Canada. Call (360) 736-0166, or send resume to 300 S. Tower Ave. Centralia, WA 98531 or fax it to (360) 736-3465. WA. (207)

White Brothers
Data entry position. Marketing/catalog Dept. Extensive knowledge of motorcycle, ATV and watercraft. Come join our team! Send resume to: 24845 Corbit Place, Yorba Linda, 92687, Attn: Human Resources. No phone calls please. CA. (207)

Parts, Sales, & Service
We've been serving beautiful Puget Sound for almost 30 years, and business has never been better! We have positions open in sales, service, parts, and accessories. Excellent location and floor traffic. Career advancement possible. If you are interested in joining our team, call Bellevue Kawasaki/Yamaha. (206) 641-5040. WA. (207-10)

Purchasing
Yoshimura R & D of America has a position open in the Purchasing Department. Prospective candidates should possess the following skills: Mainframe computer experience necessary (PC experience helpful), management experience, outside vendor communications, youthful & aggressive attitude. Knowledge of Inventory control procedures a must; motorcycle industry experience a plus. No phone calls please. Fax your resume to (909) 591-2198.CA. (207)

★★★Top Mechanic Needed★★★
Trail ride, hunt, fish, ski and earn a great living at Denver's largest Honda, Kawasaki, Suzuki dealership. Need savvy technician with minimum five years experience, strong electrical background. Top wages and benefits for right person. Send resumes to: Attention: Richard, Fay Myers Motorcycle World, 2015 West Alameda, Denver, Colorado 80223. Fax (303) 722-3150. CA. (207-08)

POSITION WANTED

Sales or General Manager
Seeking position with progressive motorcycle dealership, manufacturer or distributor. I offer: 15 years experience in industry (10+ as manager), a history of increasing profits, strong F&I background, and very well-developed knowledge of dealership operations. If you are looking for a career-minded and customer-service oriented professional, let's talk. Will relocate for right position. Call Bill at (602) 744-2975. AZ. (307-08)

BUSINESS OPPORTUNITIES

TEXAS MULTI-LINE shop interstate highway near Dallas. Good cash flow. Building included. (214) 878-7887. TX. (106-07)

COLLECTORS

Wanted: 1972 RT2 MX Yamaha
Complete motorcycle or engine, and parts. Serious replies only. Cash waiting. Kevin. (310) 218-0930. CA. (348-09/C)

Wanted Pre-'70 Honda/Kaw/Yam/Etc.
Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph and other unique motorcycles wanted. Early '70s and project bikes also considered. (714) 843-0235. CA. (348-07/C)

Promoters...
Are your events not being covered in Cycle News? Call (310) 427-7433 and ask our editorial department to send a contributor kit. Learn how to send in stories the right way! (507)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

1970 XR750 Harley Wanted
Complete or parts. (617) 245-4219. MA. (302-08/C)

BULTACO PARTS. New stock arriving all the time. Call me with your needs. Lynn Mobley, Mon-Sat. (702) 267-2103. NV. (304-13/C)

'74 CR250M, '74 Yamaha MX360
Both completely rebuilt plus many extras. Ready to race, AHRMA legal. $1,500 each, $2,500 for both. Leave message. (707) 942-9056. CA. (305-08/C)

'70 TRIUMPH TR6-650 mint condition, stock, firm, $4,000. (213) 668-1476. CA. (105-08/C)

WANTED: MUFFLER for Honda TL250. Must be mint. After 6 p.m. Pacific. (707) 838-2388. CA. (106-07/C)

Trackmaster Triumph
1966 750 flat tracker, complete restoration just finished. CDI mag, new paint, pipes, all the good stuff. This bike is perfect. Can help deliver. $5,000. (719) 541-2560. CO. (306-08/C)

'69 TD2B, '75 TZ350A Yamaha
Lots of spares includes, spare engine for TD-2, TZ has 373cc cyl. with reed valves. Both in excellent condition. Both for $12,500. Call Sunday Rider (304) 253-0196. WV. (106-07/C)

Elsinore Sale
6 1973 CR250s, 3 1974-'75 CR125s race bikes to show. Bikes prices start at $800. 1974 Penton 125 complete $250. Engine rebuilding and restorations all Japanese makes. (909) 902-0274. CA. (406-07/C)

1958 NORTON 600cc twin Nomad desert scrambler $3,500. (319) 243-8159. IA. (306-07/C)

Vintage MX Tires
For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 X 18M8 for 1974 CR125s & 4.25 x 18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (306-09/C)

Daytona British Bike Meet
At J. Wood & Co.'s new location Deland. March 8th-11th. Outside vendor spaces available - 8th year . (904) 795-8895. FL. (206-08/C)

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Sell Cycle News at your event! Just tell us what events you'll need current copies, we'll send as many as you need to sell for those weekends. Easy sale, built-in profits; call your Cycle News Dealer Sales Manager today at (310) 427-7433 and ask about the Vendor Franchise Program. (507)

Daytona Vintage Auctions
"Brownies Indian Sales" - tools, equipment, fixtures, parts & more. March 9th, Classic Motorcycle Auction, March 11th at J.Wood & Co.'s new location in Deland. Buy or sell at the world's best auction. Info pack call (904) 795-8895. FL. (206-08/C)

BSA VINTAGE flat tracker, B-50MX engine, Bennett frame/swingarm, Champion, Cerianni, Barnes, 4.00K70s, Mikuni, $1,250. Delivery possible. (816) 531-8495. MO. (107/C)

'69 Montesa Cappra 250-5
43M Series. All original, all there, every part is original. This bike has been meticulously gone through. Hundreds spent in rechrome, no corners cut. Motor needs new sleeve but was not siezed. Have full receipts records, and original owners manual. 21 inch front wheel (rare option) Disassembled but can be put together, can ship. $2,500. (206) 859-0219. WA. (107-08/C)

'72 KAWASAKI H2 750, restored, $3,200. '72 BSA 500MX, 20 hrs. new, with title and MSO, $2,200. '88 Yamaha YSR-50, 650 mi., new 60cc kit and DG pipe $1,100. (214) 352-3737. TX. (107-08/C)

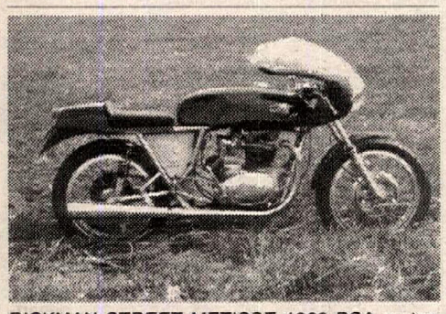
'73 Vintage Flat Tracker
Champion frame, disc, spools, 350cc Bultaco needs very little, $1,000. Also complete 250cc Matador $200. (702) 267-3789. NV. (107/C)

'73 Triumph X-75 Hurricane
C. Vetter designed. One of 1,200 made. Runs good and is complete. Buy as is or restored. Call (612) 721-8868 or (612) 724-4023. MN. (307-09/EOI)

DUNSTALL REAR SETS H1 H2 Kawasaki, GS550, GS750 Suzuki $40 Dunstall headers GS550, GS750 Yamaha triple CB400, twin GS400 $100. Dunstall half fairing $40. Peter (916) 546-7661. CA. (307-08/C)

RARE 250 KAWASAKIS: 1973 250 triple, 1975 KT250 trials. Both parts or project bikes. $250 ea. (513) 451-7860. OH. (307-08/C)

Bultaco Metrallas 1962 & 1972
'62 running and complete, '72 90% restored. Both excellent and complete, won't separate. $3,500 firm. (310) 546-1883. CA. (307/C)



RICKMAN STREET METISSE 1969 BSA motor, excellent condition, full restored, new glass, $6,500. (404) 577-9205. GA. (107/C/P)

HONDA TRIALS '76. Honda TL 125 good condition, S.M. pipe, Renthal bars, lights, lots of extras, great for beginner or wife. $1,250/obo. (714) 847-0874. CA. (107/C)

1973 CZ 400 trick swingarm, Motoplat, Magnum pipe, extras, race ready, reed valve, rebuilt motor, $1,295/obo. 1974 Kawasaki KX250 $1,195/obo. 1975 Kawasaki KX250 flatracker $695. Also parts for CanAm MX-2-250 CZ Motovillia MX bikes. (503) 761-4730. OR. (307/C)

1957 BSA DBD34 Goldstar
Totally rebuilt, only $7,999. Call for details. Kids education forces sale - Clubman trim. (808) 575-9051. (307-08/C)

Tax Sale
1974 S3-400 Kawasaki mint $1,995 .1974 CB550 clean $1,200. 1974 MR50 $995. 1974 WR400 v-nice $1,500. 1976 CR250 mint $2,000. Many up to current date. (505) 769-8070. NM. (307-08/C)

'73 RD350 parts, engine and chassis, no aftermarket or racing. (701) 298-9148. (307/C)

Triumph T.T. Special
Eddie Mulder built 1966. Matching numbers, Barnes wheels, Ceriani forks, Jack Hately 750c.c. motor electronic ignition, new from the ground up. Spares. Over $11,500 invested. $9,500. (310) 456-1638 or (800) 778-1449. CA. (307-08/C/P)

1974 YZ 360 ground up restoration, new rod, piston, bearings, new paint, like new, $2,650/obo. (714) 974-0777. CA. (306-09/C)

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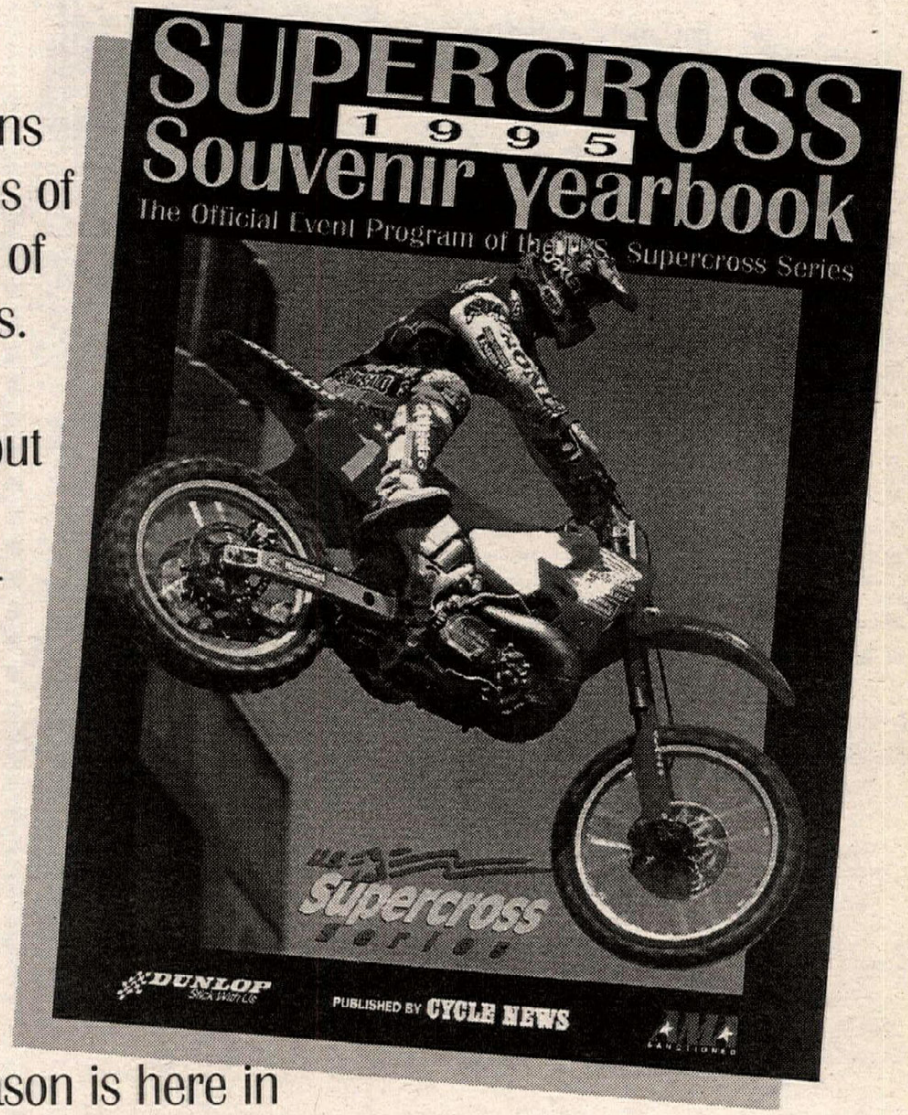

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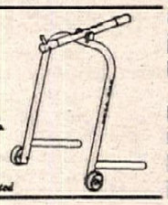

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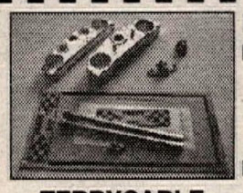

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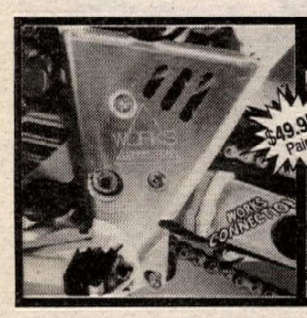

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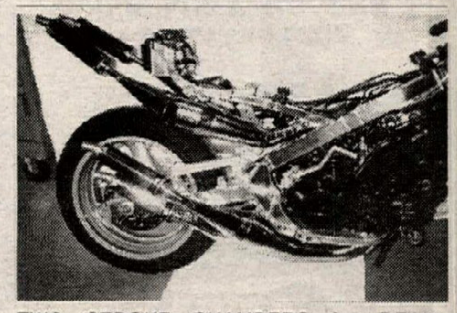

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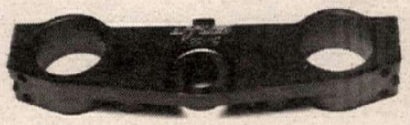

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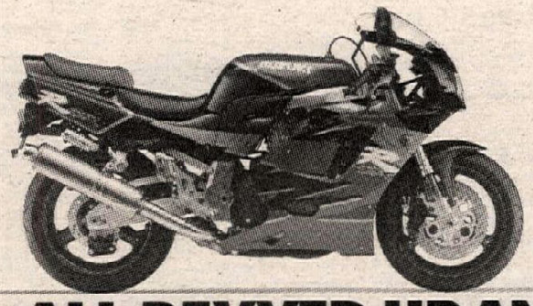

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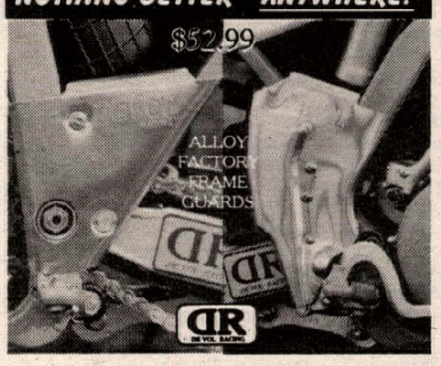

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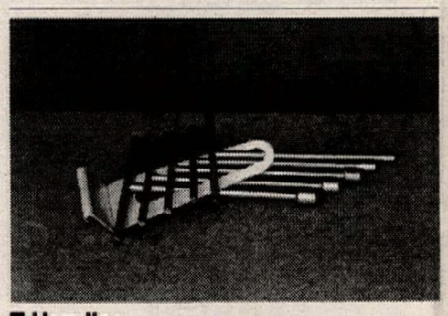

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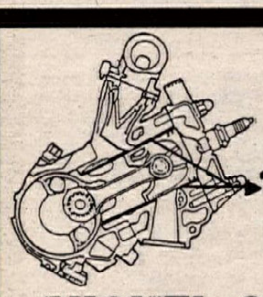

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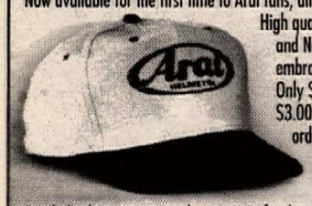

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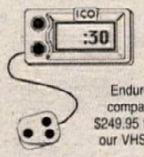

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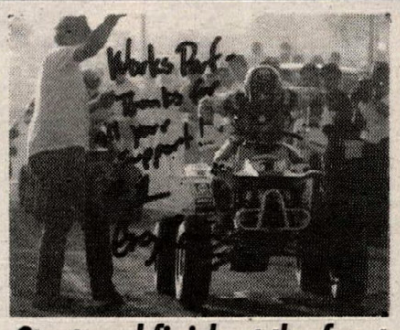

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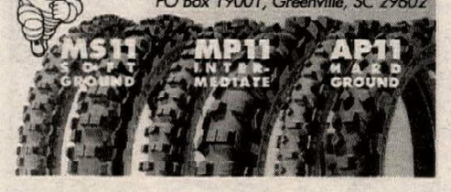

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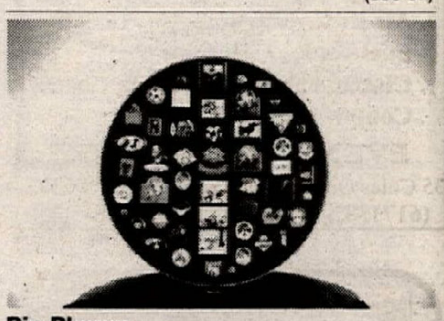

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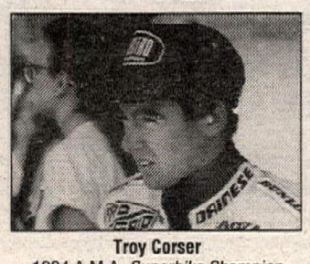
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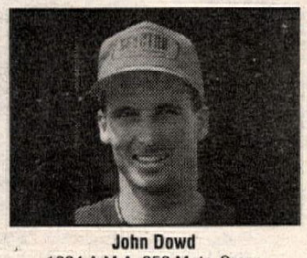
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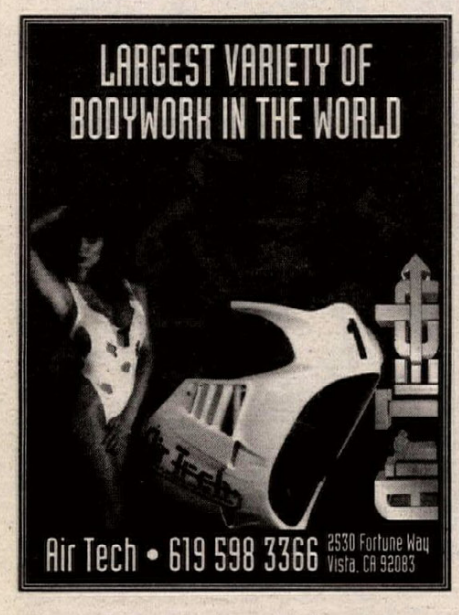

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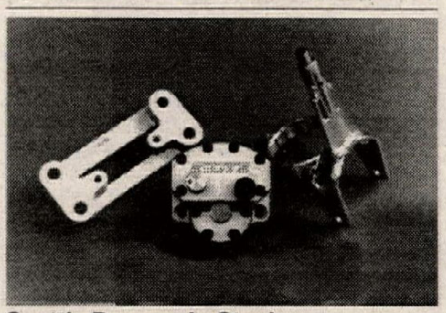

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Husky '94 610, $4,895, 350 $4,599. Great savings on '95 KTM's in stock. Ask Warren. Mo. (800) 530-5746. MO. (207-09)

Ducati Sale
900CR & M900 in stock. Ready for shipping. Ask Warren Mo. (800) 530-5746. MO. (207-09)

★Ducati 916★Ducati 916★Ducati 916
'95 900CR, '93 900SS, '94/'95 M900, '95 900SP, '93 888, 916. Forsyth Motosport has them all and will ship to your doorstep. (800) 767-2120. (207-09)

Fork Seal Drivers
Properly install seals, wipers and bushings. Avoid costly damage! 41mm, 43mm, 45mm. Call (818) 248-BIKE. CA. (207-08/P)

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Street legal, must sell, $4,200. (209) 784-0897, after 6 p.m. (209) 784-1732 ask for B.W. CA. (207-08)

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Race team transporter has two spaces available to haul West coast privateers to track. Includes support, tools & machinery for trackside needs plus nighttime lockup. Fit in 4' x 8' space. $465 per space. (714) 642-0104. CA. (107-08)

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★Bimota★Bimota★Bimota★Bimota
'95 DB2, '95 SB6. Call Forsyth Motosports for shipping quote right to your doorstep. (800) 767-2120. (207-09)

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★★ '95 Ducati's In Stock ★★
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1994 CBR600F2 Roadracer
National championship caliber roadracer. Ridden by 600 Supersport National #16. Best of everything, Micron pipe, Autometer tachometer, Lindemann suspension, very fast and ready to race. $4,900/obo. Will consider trade for pro expert 600 Rotax, 600 Honda Dirt Tracker, XR750, H-D 883 Dirt Tracker or Roadracer. Joe (714) 495-1238. CA. (107)

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TEARDOWN

By Paul Carruthers

A few weeks ago I was going through the drudgery of putting the Christmas decorations back into the attic, when I came across the box of holiday cards that my wife insists on saving each and every year. All the while cursing under my breath, I started sifting through the cards, when I came across one from John and Toti.

It was a nice card with a handwritten salutation, wishing me and my family the best for the Christmas season and for the coming year. Reading the card made me wonder... What exactly was John Kocinski planning to do in 1995?

Apparently, not a lot. And he's not an easy man to get ahold of when things aren't going well.

There were rumors earlier in the off-season about Kocinski joining up with Sito Pons' Honda team, racing NSR500s as a teammate to Alberto Puig. I didn't buy into that one for a minute. The main reason Pons gets money from Spanish companies such as Repsol (petroleum), Fortuna (cigarettes) and Fanta (soft drinks) is because he's a former World Champion from Spain; the second reason he gets sponsorship is because Puig also carries a lot of weight with those very same Spanish companies and with those who ultimately pay the bills - Spanish consumers. For Kocinski to join Puig's team, it would more than likely be with the approval of Puig. This is unlikely. Who in their right mind wants a teammate they know can beat them?

And there was the usual talk of John riding a Honda for Erv Kanemoto. This would make sense, except for one thing - money. One of the sadder sides of Grand Prix racing these days is that it seems you have to be European, Japanese or South American to attract sponsorship dollars. John is an American with a bad reputation. Those two things don't bode well for anyone trying to wrestle dollars from the hands of sponsors who are interested mainly in markets in Europe, Asia and South America. Thus, Kanemoto has joined forces with Brazilian Alex Barros for the coming season.

Then there's the story that John was to be reunited with the Castiglioni brothers as a member of their Ducati World Superbike team. This one made a little more sense, but again, I can imagine the ranting and raving that must have come from Carl Fogarty when they passed that one by him. No one wants a teammate they know will beat them. I have little doubt that John Kocinski could beat Carl Fogarty.

There was also speculation that while one of the Castiglioni brothers favored having Kocinski around, the other balked - perhaps remembering Kocinski's parting shot immediately following what would be Cagiva's final 500cc Grand Prix: "I'm just real disappointed. I hate losing battles. Cagiva just didn't come up with a bike that was fast enough."

It was just another in a long line of times when John Kocinski seemed to be John Kocinski's own worst enemy. The match with Cagiva was one made in heaven for both parties. So just when the team starts to make progress, John continues to say bad things. Cagiva is gone, and for now so is John.

Is there anything left for Kocinski? The latest word is that he spends most of his time riding dirt bikes, water skiing and driving his high-horsepower boat around some isolated lake in Northern California. He's keeping quiet. This all makes sense for now, but you can't help but wonder - for how long?

How long can you keep John Kocinski out of Grand Prix racing? How long will it be before somebody realizes that there is someone other than Michael Doohan, Kevin Schwantz and Luca Cadalora who is capable of winning a 500cc GP - and that someone is sitting in a boat in Northern California?

Okay, so he has a bad reputation. So does basketball player Dennis Rodman. The last time I checked, Kocinski didn't dye his hair green and red. He's never dated Madonna. And he hasn't carved things into his skin. Rodman stays employed in the National Basketball Association because he plays defense with the best of 'em and is at the top of the league in rebounds year in and year out. He's not in the NBA because his employers, coaches and fellow players like him. He's in the NBA because he can play, because he helps his team win games.

John Kocinski can race. Plain and simple. If you take a look at who has won 500cc Grands Prix in recent years, there's not a lot there. Since 1985, there have been 139 500cc GPs held in the World Championship Series, and those 139 GPs have been won by 15 men. Fifteen men. And that's counting Pier-Francesco Chili's win in the 1989 GP of Nations in Misano, Italy, a race where the top factory riders boycotted and Chili beat one Simon Buckmaster.

John Kocinski is one of those 15 men - of which only seven are still active in GP racing. Six of those racers - Michael Doohan, Kevin Schwantz, Alex Criville, Daryl Beattie, Luca Cadalora and Alex Barros - will be racing factory 500s in the coming season. One of them will likely be stuck on a lake in Northern California.

But there are those who say that while Kocinski can win races, he can never win a World Championship. Perhaps those same people don't remember way back to 1990, the year Kocinski won the 250cc World Championship. He only won seven GPs that season and earned only eight pole positions in 15 races.

But then things started to go wrong. He finished fourth in the opening 500cc GP in Japan in 1991, ending up only .556-of-a-second behind race winner Schwantz. But it was easy to see that his riding style and racing lines were much different from Schwantz, Doohan and Rainey - the top three in Japan. There was no point and squirt. It was more of a classic, high-corner-speed style used in 125 and 250cc GP racing. Then Kocinski finished third in Australia and came home to the U.S. GP full of promise in his first full 500cc GP season. Laguna Seca didn't belong to his teammate Wayne Rainey, Kocinski said. Laguna Seca was ready for a new King and that King was going to be John Kocinski. The threat ended with Kocinski sprawled out on the exit of turn two, the Marlboro Yamaha violently high-siding him as he attempted to run down race leader and eventual winner Wayne Rainey.

Upset and probably embarrassed, Kocinski quickly dressed, jumped in his car and sped away, breaking the law in the process as he tried to leave the Northern California facility in haste. He was stopped by police on one of Laguna's access roads. But he was John Kocinski, he voiced. Who gives a damn, they responded. John Kocinski went to jail.

From then on, Kocinski became the bad boy of road racing. You either hated him or loved him, cheered for him or berated him. Just like that, John Kocinski had been labeled.

He finished fourth in the championship in 1991, but along the way he caused a stir with rumors of him being too clean. He was just too methodical in how he undressed from his leathers while standing on the step of his motorhome; in how he cleaned his helmet visor until it gleamed; in how he refused to use the restroom or shower in his own motorhome. The man was a kook, they said. He needed a shrink. He wasn't like the rest of them, and on top of everything else he didn't know what he was doing. He rode the 500 like it was a 250 - it was all wrong. This couldn't work.

In 1992, Kocinski finished third in the 500cc World Championship and again he won the final Grand Prix of the season, this time in South Africa. But in 1993, he was a cast-off for the first time, replaced in the Marlboro Yamaha team by Italian Luca Cadalora. His management team told him it would be best if he returned to the 250cc class for a season, and he was placed in the 250cc Lucky Strike Suzuki team - exiled to riding an underpowered, still-developing motorcycle. This was his punishment for not doing what he was supposed to do.

The Suzuki ride lasted through the Dutch GP at Assen in June. Again the season had started well enough. Kocinski rode hard to finish second in Australia and fifth in Malaysia. Then came a ninth in Japan, a fourth in Spain, a seventh in Austria and 12th in Germany... and then it all came to a head in Holland. Kocinski had long been saying that the Suzuki mechanics didn't listen to him, team management responded that Kocinski was dogging it, and was no longer trying. At Assen, Kocinski finished third after a hard-charging ride. Kocinski didn't come around at the end of the cool-off lap. Instead, he'd stopped on the back side of the track and walked back to his motorhome, refusing to go to the podium celebration in a race sponsored by Lucky Strike. Bad move. Then it was rumored that he'd purposely blown the Suzuki up by repeatedly slamming his foot on the shifter in an effort to destroy the gearbox. He said it wasn't so. Suzuki said see ya later, you're fired.

Enter Cagiva. The Italian company stepped in to rescue Kocinski's career with the season nearly completed. He finished fourth in the Czech Republic Grand Prix, fourth in the Italian GP and then he did the impossible - he won the U.S. GP at Laguna Seca, just two years after being tossed in jail at the same locale. He then grabbed pole position at the FIM GP in Jarama, Spain, and very likely would have won the race if Shinichi Itoh hadn't crashed under his wheels.

Apparently, despite what seemed to be outright blackballing from some teams, Kocinski was back in the saddle and his career was about to be rekindled. He was Cagiva and Cagiva was Kocinski. But that too soured. The '94 season started brightly with a win in Australia. He was flying high, and so was the Italian team. But as the season wore on, things started to fall apart. A crash here and a breakdown there, and suddenly high hopes for a World Championship were dashed.

Again, John ended up opening his mouth at times when it should have stayed shut. He is a man who is nearly unbeatable when everything is in order, but when things fall out of place he seems quick to point a finger and lay blame elsewhere.

Perhaps the reasons why Kocinski may end up sitting at home in 1995 are of his own doing. As even his closest friends say, he is his own worst enemy. It's true that when you study his past you find that in all Kocinski's problems, he is the common denominator. But he shouldn't be sitting on a lake in 1995 - he should be racing a 500cc Grand Prix bike. Love him or hate him, 500cc GP racing needs him. It needs another American who is capable of winning, especially with the U.S. GP trying its hand at Road America.

Dennis Rodman brings fans to NBA games because he's different. There's also a mystery to Kocinski and people love a good mystery.

I don't have a 500cc GP team, nor do I have the sponsorship needed to form one. But if I did, I wouldn't hesitate in signing John Kocinski to race for me. I, like others, have had my share of problems with Kocinski - among other things, he was upset when *Cycle News* ran photos of him in handcuffs after his arrest at the U.S. GP. Yes, there are times when it is difficult to like him, but racing isn't about being liked. Racing is about winning.

LOOKING BACK...

25 YEARS AGO...
March 3, 1970

Mike Payse, "all decked out in his star-studded Captain America suit," leapt his Triumph Tiger at the Huntington Beach MX - and onto the cover of *Cycle News*...**Bob Grove** won the Saddleback Trials in Orange, California...**Tom White** "flat put it to them" in the 250cc Amateur Main at the Adelanto TT...**Gunnar Lindstrom** topped the Open division at the mud-plagued Houston MX...C and S Publishing announced the addition of Decatur, Georgia's **Dixie Cycle News** to their list of publications (which formerly included just *Cycle News*). Dixie Cycle News later became Cycle News East...**J.N. Roberts** switched to a Rickman Westlake four-stroke and still won the Little Bear Hare Scrambles in Lucerne, California.

15 YEARS AGO...
February 27, 1980

A variety of tools were shown on the front cover. The photo went along with a technical quiz on the inside...In an interview, a bold **Jeff Ward** stated, "I'd like to win the 125cc National Championships and then do it again to prove I deserve it...Then I'd move to the 250cc class and win that twice and maybe win the Open class a couple of times." Needless to say, he later backed up his predictions...The **Oakland Supercross** was cancelled due to torrential rains...**Jim Holley, Mark Lawrence** and **Steve Rhyan** wrapped up the 125, 250 and 500cc Pro classes, respectively, at the CMC Golden State Series finale in Valencia, California.

5 YEARS AGO...
February 21, 1990

Jeff Stanton won the San Diego Supercross, and earned a cover shot for his efforts. Also on the cover were shots of the factory bikes of Stanton, **Jeff Ward**, and **Damon Bradshaw**...**Larry Roeseler** won four out of five classes at the Adelanto GP...We tested the **Team Motor Sport Yamaha FZR750R**...**Greg Zitterkopf** scored a win at the National Championship Hare Scrambles Series opener in Crane, Texas...**Greg Searle** was the fastest rider at the snowy Gold Strike Hare & Hound in Las Vegas. Included in the report was a photo of "one of desert racing's hottest up-and-coming riders," runner-up **Danny Hamel**. CN

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IVAN KICKS AZ.

TEAM TOYOTA KICKS OFF 1995 WITH A VICTORY.

Toyota and PPI took first in the season opening SCORE Desert Series Trophy Truck race in Parker, Arizona, Saturday, January 28.

Driving his Toyota that's powered by a TRD-prepared 3.5-liter V6 engine, Ivan "Ironman" Stewart started 14th and faced the largest field in two years, V8s and V10s with twice the horsepower.

Even so, he dished out a lethal dose of determination bolstered by seamless pit stops by PPI, and took the lead at the halfway point.

No doubt, this victory had the competition kicking themselves all the way home.

TOYOTA motor sports

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